The PSV industry's leading news weekly for the UK and Ireland

COACH AND BUS WEEK

CBW

ISSUE 676 April 28 2005

Tour News

Finding a niche in the French coaching market

Pages 12-13

£1.50

What a buzz!

Wilfreda Beehive reveals the secrets of its success

PLUS - IN THIS ISSUE...

Courtney quits coaching ● Demand for DDA coaches static - claim

Does insurance make you feel like this?

As specialists in your sector, we can insure and protect your business. For a review of your insurance and risk management programmes, contact David Compton.

cpt INSURANCE & RISK SOLUTIONS

CPT Insurance & Risk Solutions
Becket House • Vestry Road
Otford • Sevenoaks • Kent TN14 5EL

Tel: 01732 744700
Fax: 01732 740276

CPT Insurance & Risk Solutions is a trading style of Belmont International Limited. Belmont International Limited is a company registered in England & Wales under company registration number 1427492.
The registered office is located at Becket House, Vestry Road, Otford, Kent, TN14 5EL.
Authorised and regulated by theFinancial Services Authority.

CONTENTS

News - Courtney's to quit coaching, DDA coach demand static, says Dawsonrentals, but Alexander Dennis scoops Enviro500 orders **4-10**

Tour News - There are plenty of niche markets for coaching in France, says *CBW's* expert **12-13**

Licensing & Legal - Reliant Coaches could lose licence unless it gets transport manager **14-15**

Open Platform - A solution to keeping up with WTD hours **16**

Letters - Should controversial stretch limousines be banned? **17**

Operator profile - Wilfreda Beehive impresses with its expanding and successful operation in the Doncaster area **19-23**

Deliveries - More vehicles to coach and bus operators **24**

Products - Latest news on PSV industry products **26-27**

recycle
When you have finished with this magazine please recycle it.

Coach and Bus Week is a member of the following organisations:

COACH TOURISM COUNCIL
Promoting Travel and Tourism by Coach

cpt

ABC

All material which is published remains the copyright of Emap Active Ltd. No part of this magazine may be reproduced in whole or in part without the written permission of the publishers. *CBW* cannot accept responsibility for unsolicited manuscripts, photographs, or other material. On sale every Thursday. Member of the Audit Bureau of Circulation

CBW COACH AND BUS WEEK

For all *CBW* contact names and phone numbers please turn to page 17

emap active

Want to work for us? Visit www.tastelifegetpaid.co.uk

CBW says

Mark Williams, Editor, *CBW*, Emap Active, Bretton Court, Bretton, Peterborough PE3 8DZ
or e-mail *mark.williams@emap.com*

Fight the trap

THE ambitious plan Ken Livingstone has for the London Low Emission Zone (LEZ) runs the risk of increasing pollution in the area, not reducing it.

I think most operators would applaud Ken's Congestion Charging - a move that could have been political suicide. The outcome has been a success for the coach and bus industry, which can now deliver reliable public transport with much greater ease.

But the LEZ as set out in the feasibility study (available on-line through Links at *www.cbwnet.co.uk*) sets completely unnecessary and unworkable standards for the coach fleet.

Let's not forget, this affects ANY coach in London, not just those based there or running registered services. And what it asks for may make excursions into the city a no-go area.

'Once again, the coach industry is the soft target...'

In the plans, no vehicle below Euro 2 will be allowed into the zone. I think the industry can live with that. But then it goes further. It suggests the addition of a particulate trap, and here there may be a serious problem.

First of all, there is the cost. The report itself says: "The cost to vehicle operators is likely to be significantly higher than the costs of setting up and operating a London low emission zone. For example, the costs of introducing the recommended LEZ in 2007 could have a cost to industry of £64 million to £135 million (the range reflects the number of vehicles that operate in London). The exact costs would depend on operator behaviour in response to the zone."

For each vehicle, fitting a trap will cost a minimum £4,000 and as much as £30,000, says the CPT. Even at the lower end, you'd need to be running a lot of theatre trips to cover the cost.

When you examine the evidence of the report, it shows coaches and buses to make a 4% contribution to particulate pollution. Cars, vans and taxis are the big polluters, racking up 65% of the total. And I might point out that the average coach passenger is going around 400 miles for each gallon of fuel, versus about 30 for a car or taxi passenger.

The blunt fact is that coaches and buses are already massively reducing pollution - that is the point of their exemption from the congestion charging. If TfL is serious about reducing pollution further, it should be encouraging coaches into London, not putting obstacles in their path.

The LEZ as laid out in the report would, I suggest, be a catastrophe for London's tourist attractions, which rely heavily in off-peak custom from coach operators. I have little doubt that London-area operators will have sufficient, well-paid business to cover the costs. The rest will simply desert London.

There are, in fact, only two possible outcomes; the first is that London's tourism suffers; the other, less likely, result is that those tourists who travelled by coach will drive into London or use a taxi, increasing pollution.

What is particularly galling is that TfL is quite straightforward about the reason that it will do little or nothing to curb car, van and taxi pollution; there are fewer PSVs, so it's easier.
Once again, the coach industry is the soft target...

Mark Williams, Editor

DO YOU GET YOUR OWN COPY OF *CBW*? IF NOT RING 01858 438847 TO SUBSCRIBE
1 year £69 (UK) 2 years £120 (UK) 3 years £185 (UK) 1 year (Europe) £115 1 year (ROW) £140

Courtney Coaches quits

FRANK FORSTER DEPUTY EDITOR

Owner Bill Courtney-Smith handing over control

COURTNEY Coaches of Bracknell, Berkshire is quitting coaching completely.

The move follows the company's trend towards local service and corporate work that began some time ago.

At its height, the company's coaching arm had 14 vehicles but was down to about nine when it was profiled in this magazine last year (*CBW*, May 6, 2004).

On Friday April 15 Bill Courtney called his coach drivers together and announced that, from the last day of April, the company would no longer be operating coaches for private hire for evenings, or weekends and the five remaining coaches would be sold.

"We have a working partner arrangement with a non-local company to cover all coach trips that are booked from now through to next year that we will now not be doing," said Mr Courtney-Smith.

"After 32 years of coaching, although sad, I sat down on the Friday night with a glass of wine and openly admitted to my partner that, although we still run 50 plus vehicles on corporate and bus services they are by no means as stressful as the 24/7 running of coaches.

"At the moment it seems our last six coach drivers except for one have asked to stay with us doing alternative work and one who gave his notice in prior to April 15 has asked for it to be rescinded and wants to stay. I was a bit shocked - I thought they would all be off ASAP but their spokesman said they want a life with family and friends.

"They can earn more on our contracts and buses and only do Monday to Friday. Of course, they saw that five other of our coach drivers swapped to contracts and buses over the last six months.

"We have brought in a further five Gurkhas as drivers, which now brings the total to 34, and we have some very good Polish drivers, who are well mannered and knowledgeable."

Mr Courtney-Smith had also indicated his intention to 'take a back seat' in the running of the company and before he went on holiday for three weeks to Barbados in March he and his three daughters agreed their way forward. Last year Mr Courtney-Smith bought a plot of land in Barbados and in January he went there and organised the builders. "It is anticipated it will be finished in November, so progressively I will be backing out of the company over the next year and my daughters will be taking over," said Mr Courtney-Smith.

"In the last month we have

New orders mean £55m investment

NEW VEHICLE orders for Stagecoach Group take the company's investment in 2005-06 to £55 million.

The latest order is for 169 buses spread across its London and UK provincial operations. These are additional to the 340 buses already announced and deliveries will take place between August 2005 and March 2006.

Manufacturers benefiting from the order include Alexander Dennis, MAN, Optare, Wrightbus and Volvo. The split includes: 49 Alexander Dennis Trident ALX400 double deckers for London and 30 for provincial operations; 28 MAN 18.220 single-deck buses with Alexander Dennis ALX300 bodies; five 12m Alexander Dennis Enviro 300 single-deck buses; 30 Alexander Dennis Pointer Dart midibuses; 25 Optare Solo midibuses; and two Wrightbus Eclipse Commuter bodies based on Volvo B7RLE chassis.

Growth drives Dodd's fleet

WITH the arrival of a pair of Jonckheere-bodied Volvo coaches, Dodds of Troon is close to spending £1 million in a year on new vehicles.

Part of a strategy to consolidate Dodds' position in the market, the new coaches are needed because of a 'major surge' in bookings from Northern Ireland.

The coaches seat 51 and have air-conditioning, recliners, DVD player, hot drinks facilities and toilets. They will initially be used on Dodds' programme of short breaks and tours.

MD James Dodds says: "We're going for growth in 2005. We already operate a modern fleet of over 20 coaches, ranging in size from eight to 53 seats. In the last couple of years, our inclusive tour business has really rocketed, especially in Northern Ireland, and the new coaches will help us develop opportunities on both sides of the Irish Sea."

The weekend break sector is proving particularly strong, says Mr Dodds, who adds that the company is also running the X99 coach service at Prestwick Airport to connect with early-morning and late-night Ryanair flights. He says the company fully expects to order more new coaches in the coming years.

Growth is forcing Dodds to expand its fleet

Re-regulation not on agenda - Stephen

ENTHUSIASTIC delegates from the Confederation of Passenger Transport in Scotland were reassured by their minister for transport, Nicol Stephen, that there is little enthusiasm in the Scottish Parliament for re-regulation.

Mr Stephen told the 30th annual conference of the CPT UK Scottish Council that developments of quality partnerships and relationships between local authorities and bus operators were already working without imposing quality contracts.

"We have been encouraged to launch informal quality contracts but pressure for intervention is still present," he said. "If the industry is to avoid re-regulation, the partnership approach must move forward."

Mr Stephen told operators that the new concessionary travel scheme which will offer OAPs free travel at all times, is being driven forward by ambitious targets to launch smart cards across the province by April next year.

A total of 1.2m cards and 6,000 smartcard ticket machines will be in place by then, Mr Stephen said. Full conference report next week.

coach business

of bus and corporate work

Bill Courtney-Smith: 24/7 running of coaches 'stressful'

been fortunate enough to have got a new park-&-ride contract and a shoppers' contract, both of which are six days a week, and two new corporate Monday to Friday contracts. Four new Optare Solos have been ordered, with a 52-plate Solo purchased last week.

"The local schools market will still flourish as we purchased four double deckers with tachos and lap belts and four 60-plus-seater single-decker buses with three-point lap belts and two with full Disability Discrimination Act specification.

"I started taking golf lessons after Christmas and intend selling my boat on the Thames and buying one in Barbados for deep-sea fishing charters."

Mr Courtney-Smith says he is still amazed at some of the stories he hears about some PCV drivers not knowing one end of a tacho from another due to lack of training. "Earlier this year we interviewed 26 applicants for coach and bus duties. Sixteen of them were coach drivers and not one knew how to fill out their tachos properly," he said.

Digital tacho fees set

PSV DRIVERS and operators will have to pay £38 each for electronic cards used in digital tachographs, which are set to become compulsory for all new vehicles.

Driver and company cards have been set at the price after an extensive consultation exercise, with renewals and replacements at £19 each. Workshop and control cards are free.

● ***Details at*** **www.vosa.gov.uk**

ADL boosted by £20m orders

ALEXANDER Dennis Limited (ADL) has won significant new export business in Hong Kong and Dublin.

The company is supplying 25 Enviro500 double deckers to Kowloon Motor Bus - 13 as completely built-up buses and 12 supplied as kits for assembly by KMB at its local facility. All 25 Enviro500s will be based on Trident 3 chassis and are scheduled for delivery between August and September this year.

The new order will take the number of Enviro500s in the KMB fleet to 260 since this model was launched in 2002. It also means over 85% of KMB's 4,300 vehicles will be based on Alexander Dennis product.

Closer to home, Dublin Bus has also ordered 20 Enviro500s. These will be based on Volvo B9TL chassis and supplied fully built in the autumn of this year.

The orders represent a significant accomplishment for ADL and, combined with the recent Stagecoach order, amount to over £20 million.

Enviro500 is starting to win more fleet orders

NEWS IN BRIEF

Hilton checks in

Former East Lancs sales director Philip Hilton, MBE is now director of business development at MCV Bus & Coach, of Ely, Cambs. Mr Hilton said: "MCV is in a strong position to go forward. It now has two sources of chassis, MAN and Dennis, for building out in Turkey. By the end of this year we will be building 100 buses and will be looking to further develop the MCV brand."

State aids Kerry

Kerry Community Transport in the Republic of Ireland is to become a permanent business in 2007. It operates the biggest rural transport initiative in the country, and serves 85 towns and villages.

McGill's seeks move

Inverclyde operator McGill's is seeking planning permission to move its base to Larkfield. It must leave its current base in Port Glasgow to make way for development, but says its recent expansion would make a move necessary in any case.

Swiss crash

Last week's fatal coach crash in Switzerland, which killed 12, is being investigated by experts. The vehicle went out of control and rolled over on a steep slope before plunging into a ravine.

Convenient opening...

Seven months behind schedule, the toilets at Newquay's new bus station finally opened last week to the relief of needy passengers. Contractual problems are blamed for the delays.

TWM's Scanias

Travel West Midlands says First in Manchester's Scania Omni-City artics are not the first in fleet service in Britain (*CBW*, April 7). Travel West Midlands made a substantial investment in the type last year to run on Route 67 in the area, which is proving highly successful since the vehicles started operation.

Motts of Aylesbury

In last week's *CBW*, on Page 6, we reported that Motts of Aylesbury had sourced its most recent vehicle from Plastows Coach Sales. This should have been Plaxton Coach Sales. We apologise for any confusion this error may have caused.

DDA coaches fail to sell

Dawsonrentals says it's waiting for express coach

MARK WILLIAMS EDITOR

UNTIL National Express takes the plunge with wheelchair coaches, Britain's biggest rental agency says it will not be buying 'Schedule 1' vehicles.

Paul Sainthouse, MD of the 1,700-vehicle Dawsonrentals, says the problem all operators face is obsolescence - the 'Betamax' fear of buying the wrong system: "I don't believe that any of the solutions we have is ideal," he told *CBW*.

"My gut instinct is that all the solutions we've seen so far will be superseded by accessible coaches, which are less of a compromise. There is a strong danger of absolute obsolescence if we jump in too early, or face significant re-engineering to pass these vehicles on to other duties."

Mr Sainthouse believes workable solutions require fundamental change, and will be down to chassis manufacturers: "Our instinct will be to watch for the highest, most luminous sale."

Dawsonrentals has devoted significant investment to accessible vehicles, with its hire and lease fleet of mostly minibuses now being placed with commercial operators and councils.

The appeal for operators, he says, is that vehicles can be acquired for the period of the contract and then can be returned without the risk of dubious residuals and the cost of selling them on.

Mr Sainthouse says that, across the coach and bus market, more than 75% are now hired or leased, with only 25% of operators still taking loans and purchasing vehicles direct.

"It's then our problem if there are swings in the popularity of different vehicles, whether that's double-deck or midis, 13-metre or any other market changes that happen.

"Many bus operators in particular are focussing on what they do best. You're a journalist," he told *CBW*, "Not a pencil owner."

Investment in vehicles last year for Dawsonrentals amounted to some £40 million. Dawsongroup's ownership of LHE Finance, Dawsonrentals and sales operation Ventura now ensures that operators have a comprehensive service which can deal with vehicle ownership, lease and rental.

Bryony is Stagecoach's youngest MD

STAGECOACH UK Bus has appointed Bryony Chamberlain MD of Stagecoach Warwickshire.

Ms Chamberlain, 30, is currently operations director at Stagecoach West Scotland. She will take over on May 1, replacing James Freeman, who was recently appointed MD for Stagecoach East.

Currently the youngest MD in Stagecoach's UK Bus Division, Bryony joined the company's graduate training scheme in 1996 after gaining a BSc in mathematics from Durham University. She trained with Stagecoach East Midlands. She was assistant operations manager in Manchester, became operations manager in Aldershot and Basingstoke and then divisional traffic manager in Sunderland. Since 2002, she has been operations director of West Scotland.

In her new role, Bryony will be responsible for Stagecoach's Nuneaton, Rugby and Leamington depots, with some 180 coaches and buses and 400 staff.

Scots go for Eclipse Commuter

THE first Wrights Eclipse Commuters are set for a bus service linking Dumfries with Stranraer, some time after Blazefield cancelled an order for six of the type.

The vehicles were specified by Dumfries and Galloway Council, which partly funded them. Eclipse Commuter offers lowfloor accessibility with high-floor coach-type seating by having a large wheelchair area by the entrance doors.

This is, though, at the expense of only being able to carry an extremely limited number of wheelchairs.

Launched at last year's Coach&Bus show, it has failed to attract many orders.

Eclipse Commuter - UK's first are in Scotland

Working Time hits rural routes

ONE of Stagecoach's rural bus routes has been among the first casualties of the 50km rule in the new Road Transport Directive.

The regulation, which was introduced on April 4, has effectively ended the Winchester-Portsmouth service run by Stagecoach South and is predicted to close many others as operators struggle to reconcile the new 48-hour week, which bring drivers of all services longer than 50km into scope.

"The burden of this additional bureaucracy was the straw that broke the camel's back," said Stagecoach South MD Andrew Dyer, who admitted that loadings were low.

"It is nonsense that country bus routes like this have stricter rules than those in big cities such as London. The same rules apply to this route as to a run from Paris to Rome."

Rural Norfolk operator Norfolk Green has similar problems: "It's not exceptional round here to travel 30 miles to visit key shops or go to the hospital," explained MD Ben Colson.

"I recognise the need for drivers hours but this completely loses its validity because of this very artificial distinction between routes under and over 50km – about 31 miles."

Western Greyhound claims half its services in the South West are over 31 miles in an attempt to provide the proper rural connections the Government is demanding. Bude and Truro are connected with a 52-mile route.

well

operators to take plunge

Ventura has taken the same view of its own competencies, selling some of its own vehicles but also selling vehicles for operators on a commission basis.

Stock levels waver between 50 and 70 vehicles at the Lingfield, Surrey, dealer.

Those operators not wanting to buy - particularly to satisfy short-term business - can draw on the resources of the hire fleet.

"I had a call the other day from someone wanting to hire an air-side bus for five weeks. We had it to him in two days," said Mr Sainthouse.

Paul Sainthouse: 'DDA coaches not on agenda'

Lex and BMC join forces

LEX Auto Logistics has secured a five-year partnership with BMC UK to provide logistics services for the firm.

These include inventory ownership and planning, customer service, sales order processing, order fulfilment, warehousing, distribution, supplier management and marketing.

CIE gets new targets

IARNROD Eireann (Irish Rail) is to be held accountable for performance under a new system of targets aimed at improving customer service under a detailed agreement with the Government - with plans to extend the scheme to cover Bus Eireann and Dublin Bus in the future.

The state-run companies will face loss of funding if they fail to meet targets covering areas such as service frequency, capacity, punctuality and cleanliness.

The minister said that a Memorandum of Understanding will link Government funding to performance of the rail network.

Meanwhile, the minister has announced that Kerry Community Transport, one of 34 projects funded under his department's Rural Transport Initiative, is to become a permanent operation from 2007. Mr Cullen said the operation, which has 67 routes and was set up four years ago to tackle rural isolation, will be provided for in annual government spending plans.

Donald takes the PTEG helm

CENTRO director general Rob Donald is the new chair of the Passenger Transport Executive Group (PTEG).

He takes over from West Yorkshire PTE counterpart Kieran Preston.

At his appointment, Mr Donald said: "In the last few years, PTEG has made rapid progress... we are steadily raising the profile of the key transport challenges that face the city regions and the role that PTEs can play in delivering the solutions.

"Looking ahead, pteg is keenly aware that traffic congestion continues to grow across the city regions, which underlines the need to invest in integrated bus and rail networks providing easy to use high-quality public transport."

M6 Toll's coach offer success

THE recent promotion launched by Midland Expressway and RoadChef to give coaches free travel on the M6 Toll road is proving a huge success, with several hundred taking advantage of the offer.

Coach drivers who stop at RoadChef's Norton Canes service area are given a voucher giving them free passage on the 27-mile motorway which bypasses the M6 around Birmingham.

Midland Expressway Managing Director Tom Fanning said: "We launched the offer in conjunction with RoadChef in early March. Already, several hundred have used the road free of charge. It is for a trial period and we have not yet set a closing date to encourage companies to discover the benefits of a stress-free, reliable and free-flowing route."

Coaches not wishing to stop can open a Tag account, which allows drivers to cruise through toll lanes.

EVENTS

May 1-7: Confederation of Passenger Transport, Study Tour - Toronto and Montreal. 020 7240 3131

May 10-11: Association of Local Bus Company Managers annual conference, De Vere Belton Woods Hotel, nr Grantham. 0115 950 5745, e-mail *nct@venuesunlimited.co.uk*

May 18-19: Coach Tourism 2005, Stoneleigh Park, Warks. 020 7973 6671

May 31-June 3: transport logistic 2005, Munich. *www.transportlogistic.de*

June 5-9: UITP World Congress and Exhibition, Rome. *http://www.uitp.com/rome2005/*

June 7: PSV engineering conference, Motorcycle Museum, Birmingham. 08717 112222

June 7-8: Chartered Institute of Logistics & Transport annual convention and exhibition, Birmingham NEC. 01895 454545

June 23: Fleet Safety Forum Best of the Best Annual Conference, University of Huddersfield. 01484 559983

June 28-29: National Transport Awards Dinner and Conference, London. 01224 263124

June 29: National Transport Awards Dinner, London Park Lane Hilton. 01224 263134, *www.abs.ac.uk/cftp*

August 2 - 4: RDA Workshop, Cologne, Germany. *www.rda-workshop.de*

August 14: Wessex TRansport Society fourth Festival of Transport, Avon Heath Country Park, a31, near Ring wood, Hants. 01202 293245

September 12-14: Tourism Ireland education trip to East Ireland (including Dublin). 020 7518 0800, *fcreedon@tourismireland.com*

September 14-15: Passenger Transport Solutions, Olympia, London. *www.aboutpts.com*

September 19-21: Tourism Ireland education trip to West Ireland. 020 7518 0800, *fcreedon@tourismireland.com*

September 29: Ergomechanics conference - seating and back pain, Amberg, Germany. 00 49 9621 880886, *sandra.mohr@grammer.com*

October 5-6: Coach & Bus Live 2005, NEC, Birmingham. 0870 224 8617 *www.coachandbusshow.com*

October 21-26: Busworld, Kortrijk, Belgium. 00 32 51 226060, *info@busworld.org*

Blazefield launches 'limousine-style buses'

ANDREW JAROSZ CORRESPONDENT

Wrights Volvos take on the trains

THE Blazefield Group has followed up its successful introduction of luxury double deckers last year with the introduction of leather-seated single deckers - branded as 'the ultimate stretched limousine'.

Launched last week by Giles Fearnley, chairman of the Blazefield Group, and Councillor Stanley King, chair of West Yorkshire Passenger Transport Authority, 14 new Wright-bodied Volvo B7RLEs costing £2.2 million are replacing existing lowfloor buses on the 662 service between Keighley and Bradford.

Branded in a new route colour of red and white, with a distinctive 'shuttle' design to ensure they are noticed on the road, as something different, the new buses feature additional legroom and tinted windows in addition to the leather seats, first tried on the upper deck of the double deckers working between Harrogate and Leeds.

An eight-camera CCTV system and cab audio recording system have been installed for passenger safety and to record any incidents or accidents, which might lead to an insurance claim. The interior has been extensively covered with company marketing advertisements as well as a detailed guide to the route and its stops. The service has also been enhanced by extra buses on Sunday mornings and a new seven-day ticket, known as a 'shuttle 7', has been introduced costing £12.

Mr Fearnley told *CBW* that the 662 service was the best-performing service in the Keighley network, linking Keighley with Bingley and Saltaire as well as northern suburbs of Bradford.

"Route 662 is a highly important inter-urban corridor which already carries over 2.1 million passengers each year on nearly 200 journeys every day - Mondays to Saturdays, operating every ten minutes for most of the day," he said.

The launch of luxury vehicles on the 36 service had brought in a 15% increase in passengers in its first year, when 5% growth would have been enough to justify the extra investment. "We've also had less damage and litter on those buses," he said.

"We are delighted that Metro and Bradford Metropolitan District Council are working with us to improve infrastructure along the route and we look forward to the introduction of further bus priorities where they are appropriate to complement the investment we are making."

Coach&Bus Live is 'spaced out'

Event managers Emma Welford and Helen Conway prepare for the 'special course' at Coach&Bus Live

WITH exhibitor space almost fully sold out, the organisers of Coach&Bus Live, at Birmingham's NEC on October 5-6, are urging people to visit the show.

As well as the usual trade stands, there will be a special course devised by the organisers of the UK Coach Rally, and an opportunity for licence holders to try out latest vehicles from a range of manufacturers. There will also be a used vehicle trader area and a special feature area holding live events .

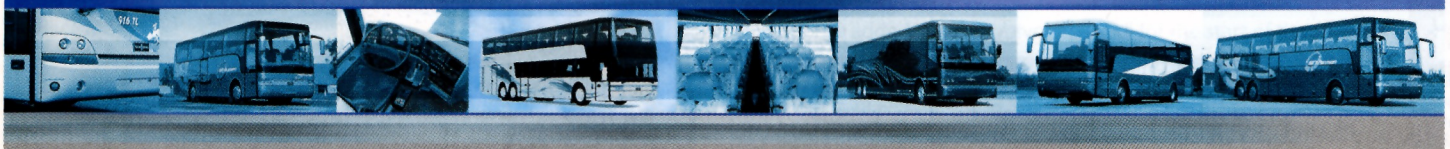
Visitors can pre-register at *www.coachandbuslive.com*

Crash driver in court

THE bus driver accused of causing the deaths of five people in an accident at Ingoldmells last year has appeared in court.

A mother and her two young sons, as well as a married couple, died in the accident, which happened on April 11 2004. Stephen Topansa faces five charges of causing death by dangerous driving, and a further offence of driving without due care and attention.

Congratulations to the Winners of the 51st UK Coach Rally



Tellings Golden Miller - Coach of the Year 2005
Alizee T9 Acron/VolvoB12B

Go Goodwins Coaches - Top Executive Coach
Van Hool T917 Astron

Many thanks to all other operators for their efforts for entering a new or used Van Hool coach into the Brighton Rally.

VANHOOL

Van Hool NV - Bus and Trailer Manufacturers
Bernard Van Hoolstraat 58 - 2500 Lier / Koningshooikt - Belgium
Tel.: +32-3-420 20 20 - Fax: +32-3-482 30 68
Site: www.vanhool.be

VH10524

Harry Ferguson Coach Sales Ltd

Tel: 01501 762266

Located near M8 J4
Scotland

Distributors for K.V.C. ESKER

USED VEHICLES - All in stock & available for immediate delivery!

M-Benz Sprinter (04) - 8's

Extended body, leather seats, 4 x tables, air craft style lockers, coach rear

POA

Ford Transit (97) - 12's

Hi-roof LWB

£2.000

LDV Convoy

1995 - 14 seats
1998 - 16 seats (2 available)
2001 - 16 seats

Choice Available

M-Benz Sprinter (02) - 16's

Extended body, racks with F/A & reading lights, air con at front, coach rear

£26.950

M-Benz 512D (97) - 20's + C

Racks, webasto heating, full year MoT, panoramic windows

£14.750

Mercedes-Benz 0404 Hispano Body (01) - 49 seats

Automatic, reclining seats, footrests, pillow covers, piping cord, 2 x monitors, video, PA system, air conditioning, double glazing, toilet, servery, continental door

£117.500

M-Benz 711 (96) - 24's

Coach rear, pwr door, racks, roof vents, high back coach seats, new paintwork

£14.500

Solera Corta (03) - 27's + C

D/G, racks, F/A, reading lights, radio/CD, PA, air con, monitor/ DVD

£72.500

Plaxton Beaver (93) - 32's

Service bus, wide entrance, power door, coach seats

£9.000

Optare Solera (98) - 35's + C

D/G, racks, F/A, R/L, monitor and video, air con

£49.500

MAN Marco Polo (03) - 35s

Recl. seats, ZF automatic, racks, double glazing, monitor/DVD, MoT until July 05

£82.500

OUR USED VEHICLES ARE CHECKED AND REPAIRED IN OUR ON-SITE MERCEDES-BENZ APPROVED REPAIR CENTRE

NEW VEHICLES - Mercedes Sprinters & Varios, Ford Transits, Esker Touring, Esker Cimo, Esker Riada 616 & Esker Riada 815

Dublin Bus MD praised

Westwell retires after seven years in post

GABRIEL CONWAY CORRESPONDENT

PSV industry VIPs have paid tribute to Dublin Bus MD Dr Alan Westwell - who has moved on after seven years in the post.

Transport ministers past and present joined with CIE board members and Dublin Bus, union leaders and employees to bid farewell to Dr Westwell. CIE chairman Dr John Lynch said the job was the most difficult in the industry, and a "more than career-threatening opportunity."

The farewell event for Dr Westwell, held at the plush Alexander Hotel in Dublin city, was attended by many of the leaders in politics, transport planning and labour relations with whom he had worked since 1997 to transform the semi-state operator into a modern, customer-focussed business.

Junior transport minister Ivor Callelly was joined by senator and former transport minister, Mary O'Rourke, who praised Alan Westwell as a leader with intense commitment to public service, who managed to perform the "impossible task" of turning around a company which "seemed to exist only to serve itself."

Dr Westwell, who joined Dublin Bus as MD in 1997, had previously held a series of top management roles in the UK transport industry, serving in a number of public and private bodies including Strathclyde PTE and the CIT. At Dublin Bus he inherited a company with 900 mainly elderly vehicles, including a fleet of more than 300 custom-built Bombardier double deckers that represented a tremendous engineering challenge to the company and were enormously expensive to operate, as well as a host of archaic semi-state working practices.

As the longest-serving head of the company he oversaw not only a large-scale fleet renewal programme but also the expansion of the company to almost 1,100 buses, the introduction of a network of Quality Bus Corridors, the construction of a temporary base for 150 extra buses and their new permanent state-of-the-art base at Harristown ahead of schedule, as well as a large-scale reform of working practices across all levels of the company to make the workforce more flexible and responsive to customer needs.

Dr Alan Westwell (third from left) and his wife Aileen receive a presentation from Dublin Bus management

"It was a great challenge and a unique position to be in," Dr Westwell told *CBW* at the event.

Dr Westwell is likely to be replaced as managing director by Joe Meagher, currently MD of CIE subsidiary, Iarnrod Eireann .

The new Solo - now shorter, lo

With an entrance step lower than any other bus on the road, the Solo is designed for accessibility and real passenger appeal. But where operators were once limited in their choice of low floor vehicles, the Solo now comes in a range of lengths between 7.8 and 10.2 metres, seating between 24 and 37 passengers. Plus there's now the new SlimLine Solo - a 'narrow body' version that offers passengers and operators all the advantages of the full size Solo, but saves 130mm in the overall width.

THE QUEEN'S AWARDS FOR ENTERPRISE 2000

Optare Group Ltd, Manston Lane, Leeds LS15 8S

Volvo coaches a big hit with Halpenny

DUNDALK-BASED Halpenny Coaches has added another Volvo (left) to its 12-strong fleet, opting for the B12B with I-shift gearbox, and a highly-specified Sunsundegui body.

"We're really happy with the Volvos we already have in our fleet, so the B12B was an easy choice," owner of the coach and bus operation, John Halpenny, told *CBW*.

"We have a mixed fleet with coaches and buses and we've always found the Volvo a very reliable vehicle - and the standard of backup and service we've had from our vehicle supplier has been excellent."

The 51 seater, delivered in mid-April for the start of the summer season, is in a white-based livery for Insight/Grand European tours, rather than the company's own yellow and blue colours.

It is fitted out to a very high standard with air-con, TV, DVD and toilet - specifications that are proving increasingly popular with operators on both sides of the Irish Sea.

Mr Halpenny was equally enthusiastic about the Sunsundegui coachwork: "We really like the curves and the styling on this body, it's very striking and gives a good impression to our customers," he said.

Ireland death crash driver trial postponed

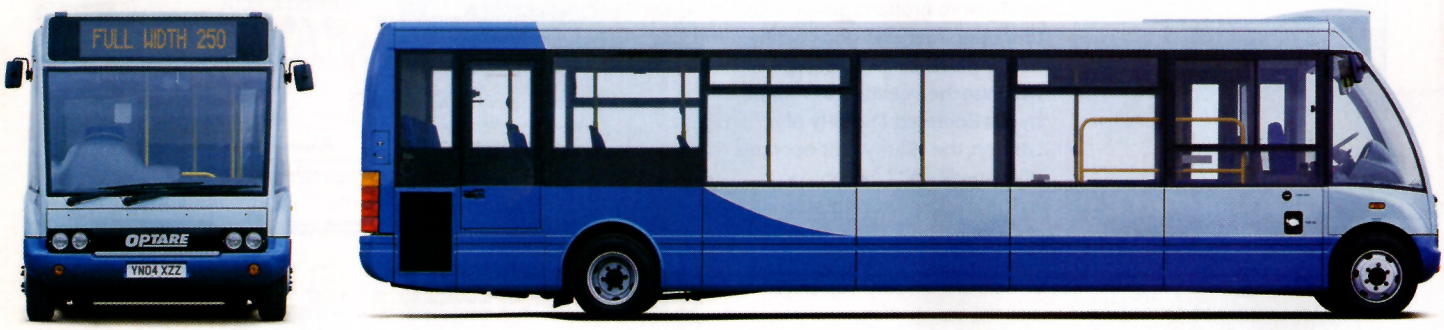
THE TRIAL of a Dublin bus driver charged with causing the deaths of five people by dangerous driving has been postponed from July after the defence team said it had uncovered "very, very specific technical leads into what might have caused the accident."

Five died and several were injured when they were in collision with a double-decker bus at Wellington Quay in Dublin city centre on February 21 2004. An investigation by Dublin Bus into the causes of the accident remains unpublished while legal proceedings are still ongoing against the driver.

The trial was to have opened on July 13, however, Judge Desmond Hogan has agreed to the request for more time while the defence team recruits the services of experts from the UK. The vehicle involved in the accident remains impounded by the Gardai, thus ensuring it continues to be available for further investigation or used as evidence.

The case will be mentioned in court again on May 25 for the fixing of a new trial date.

ger and narrower



The SlimLine Solo is already proving popular in areas where larger buses have difficulties servicing routes with access problems. The new longer variant, with its higher payload, is also winning acclaim on higher density operations.

So, however long or wide you need your Solo to be, you know that it'll measure up perfectly.

OPTARE

Telephone 0113 264 5182 e-mail info@optare.com Website www.optare.com

French without tears?

William Golden assesses the state of the coaching market across the Channel

AS our nearest neighbour, France remains one of the most popular holiday destinations.

True, the day-trip market may not be as strong as it was but there has been considerable growth in the short-break market.

This market has been driven by the rapid expansion of the low-cost airlines and, in turn, the airlines have been blamed by ferry operators for a downturn.

So where does that leave the coach industry in relation to French tours in 2005? One man with some of the answers is Stephen Rodgers, a doyen of the coaching world and the UK representative of the Normandy Tourist Board. Here he offers some pensées on the current state of play:

Normandy: gastronomic tours can attract coach groups

Stephen says:

"As a tour operator, tourism consultant and UK-based representative for tourist authorities, my links with France over the last 30 years have been extensive.

Two years ago I undertook a research thesis to focus on the future of British tourists to France. There's no short answer. France has a range of attractions from skiing to the Mediterranean, golf to Mickey Mouse and the ten to 12 million British visitors in each of the last ten years have gone for a variety of reasons.

Flick through most coach operators' brochures and, usually, you will not find much outside of Paris and Christmas shopping weekends. Most of the bed nights sold to group operators are predominantly overnight stops. Recent years have seen a small if not insignificant evolution. I would like to think my own efforts have borne some fruit in the number of brochure pages dedicated to Normandy and 'rural France' as a product seems to have more appeal than when I first worked in the industry.

However, the conundrum remains the same. Despite the wealth of France's attractions - and given that half of UK visitors end up in the Paris region - the largest single block of tourists choose to head for quiet provincial locations where they can simply get off the beaten track. These people are usually in the 40-plus age group and the car is the preferred choice of transport.

Does that sound familiar to any of you involved in marketing coach holidays? Of course, finding 40 people to go to the same

Channel tourism workshop

THE success of the first Channel Tourism Showcase earlier this year has prompted organisers to set the date for a second event this year.

The inaugural trade-only show was organised by Channel Chamber of Commerce and brought together buyers and suppliers from the south-east of England and the near-continent, as well as cross-Channel operators.

This year's event will be held at The Grand, Folkestone, on Thursday September 15 and exhibitors will include destinations, resorts, hotels, attractions, ground handlers and other suppliers.

● *For more details call 01303 270022 or e-mail info@channelchamber.co.uk*

Zoo quests pay dividends online

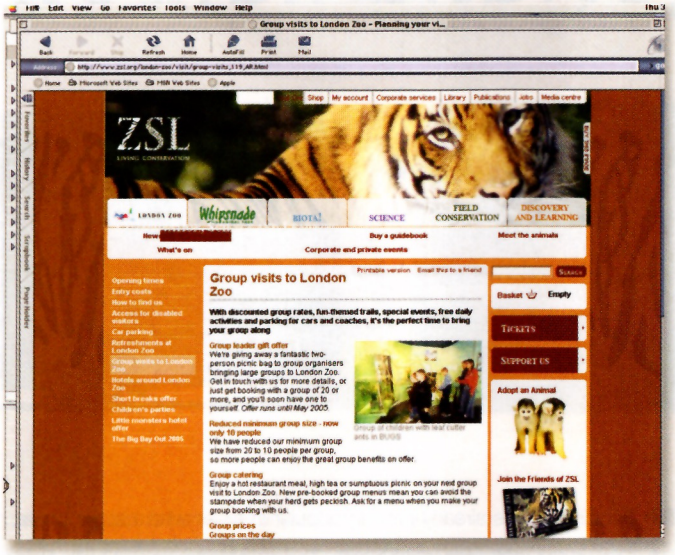
DISCOUNTS of 20% on tickets for London Zoo and Whipsnade Wild Animal Park in Bedfordshire are available to group organisers and tour operators who book online.

The website - *www.zsl.org* - was launched earlier this month by the Zoological Society of London, the charity that operates Whipsnade and London Zoo.

The discounted, printable tickets may be booked up to a day in advance and apply to groups of ten or more people. Adults pay £11.60 instead of the standard gate price of £14.50 for admission to both attractions.

Children from three to 15 pay £8.60 instead of £10.75 for entry to London Zoo and £8.80 instead of £11 for admission to Whipsnade. Both sites have on-site coach parking and drivers qualify for free entry and lunch.

Also featured is a group and travel trade micro-site at *www.thebigdayout.co.uk*, which is updated with information on group visit facilities including guided tours, children's parties and group catering. Special events for groups, such as the Scout and Brownie days at London Zoo and Whipsnade this summer, are included.



Both attractions have new features for this year. London Zoo recently unveiled its Meet the Monkeys walk-through forest, where visitors can get up close with 13 squirrel monkeys. Whipsnade Zoo has welcomed back lions to the park for the first time since 1998, with the opening of its Lions of the Serengeti enclosure.

Visitors can observe the king of beasts in a large, glass-fronted, naturally landscaped area of the park.

idyllic corner of France on the same date does not follow easily but perhaps sometimes we focus too much on that target and ignore easier options.

Take Normandy again as an example. There are several appealing labels to base a tour around, but a couple of years ago I looked at something 'different' at the request of one operator. Trains and coaches seem to go together almost anywhere and there are some preserved lines in Normandy, too.

What was basically a four-night stay in a chain hotel became a new holiday concept and 11 groups were sold. Even more illuminating were the customer comments, which often referred to the fact they'd never thought of Normandy or had not been for so long they'd forgotten how pretty it was. So a 1930s Railcar succeeded where William the Conqueror or the D-Day Landings couldn't!

Take another operator who asked to find a hotel where his clients could really appreciate the finer things in life without being 'treated like coach passengers'. We found a hotel in the south of the region with a Michelin star restaurant. The group was booked on B&B and had an "allowance" in the restaurant.

They ate what they wanted, when they wanted. Of course it was more expensive but surprisingly, not that much. The tour was more expensive than many in the operator's brochure but it sold out within a few weeks. It's in this year's brochures as well and it's full already.

There is no evidence here for changing the face of coach tourism but proof that a small rethink to existing procedures can achieve results without having to reinvent the wheel. Who is to say that your Lake Garda or Austrian Tyrol tours won't take on a new lease of life from the same treatment?

As far as France is concerned, that SWOT analysis panel needs reading again. The 'Opportunity' is vast - just look at the TV exposure rural France has been getting from all those lifestyle change and home-hunting programmes. The current trend may be self-drive (or fly-drive thanks to low-cost airlines) but your product has one significant advantage - a chauffeur. Part of that lifestyle appeal includes long lunches and cheap wine.

Look at the 'threat' as well. There are so many alternatives now competing for your customers' holiday spend. There is a geographic limit to how many new destinations you can offer by coach. With a little added in creativity, France still represents a vast area of virgin territory for coach tours that is literally just across the water."

Stephen Rodgers offers this quick reference SWOT analysis of France

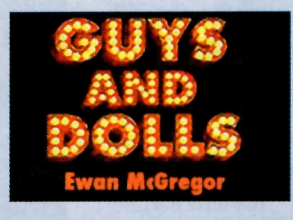
Strengths	**Proximity, appealing life style, historical and cultural heritage**
Weaknesses	**Cost, familiarity, the French**
Opportunities	**Appeals largely to mature markets likely to self-drive**
Threats	**Competition from new destinations, low-cost airlines**

Package looks a winner

LONDON specialist LHTS is offering inclusive overnight packages to the West End's latest musical, *Guys & Dolls*.

One of the great musicals is making a return to the London stage after a 23-year break, with an all-star cast headed by Ewan McGregor as gambler Sky Masterson. The score features classics such as *Luck Be A Lady Tonight* and *Sit Down You're Rocking The Boat*.

● ***Overnight packages are available from £84.50 per person based in a four-star central London hotel. Call 020 7233 5322.***



Set sail for Medway maritime celebrations

THIS year marks the 200th anniversary of Nelson's victory at the Battle of Trafalgar and it has sparked SeaBritain 2005, a nationwide programme of special celebrations of our maritime heritage.

And it is appropriate that the Kent area of Medway should be at the heart of events in the South-East as Nelson's flagship, *HMS Victory*, was built there and Nelson joined his first ship at Chatham Dockyard.

Now a new guide - *Set Course and Sea Medway* - has been produced that highlights the special events running through the year. These start with a two-day festival to mark the 60th anniversary of VE Day in the Historic Dockyards, Chatham on May 7 and 8, followed by the arrival of *The Sedov*, the largest square rigger in the world, at Chatham Maritime, from May 19 to 23.

Head upstream from the Historic Dockyard to Upnor on July 2 and 3 and smugglers and pirates will entertain the crowds, while Sun Pier will be the place to be from July 8 to 13 when The Grand Turk will be joined by other ships in Medway. The Kingswear Castle Paddle Steamer cruises up and down the river past the castle and on August 27 there will be a Nelson & Trafalgar Cruise, sailing from Chatham Maritime.

The Historic Dockyard at Chatham hosts the Medway Maritime Festival on August 28 and 29 and it will also host the Trafalgar Night Party on October 21. There also will be a Son et Lumière at Rochester Castle and Cathedral for four days from September 1.

● ***Details on 01634 84366.***

Water world: cruises on a paddle steamer are part of Medway's Trafalgar celebrations

Reliant Coaches could lose O-licence by July

SC (UK) owned operation must find transport manager soon

Operation

A COACH operator owned by bodybuilder Salvador Caetano (UK) has been told it will lose its O-licence if it does not find a full-time transport manager within three months.

Eastern traffic commissioner Geoffrey Simms (above) said Reliant Coaches would have its O-licence revoked on July 31 unless there was a transport manager with an international qualification in place.

He also ordered the company, based in Coalville, Leicestershire, to voluntarily reduce its fleet from 30 vehicles to 20 by April 29. The inquiry at City House in Cambridge on Friday (April 22) heard that Reliant Coaches had struggled to appoint a replacement transport manager since the previous one, Michael Bishop, had left last June.

Hugh Richards, representing Reliant, said the traffic commissioner had been notified that Mr Bishop was leaving and he had written back asking for the company's plan of action. Mr Richards said Reliant had responded saying they were advertising and hoping to interview - but, when the company still hadn't appointed anyone by August, the commissioner had told them they had to employ a full-time transport manager in the interim period.

He suggested they could ask Eddie King, who was retired, to do the job on a temporary basis. Jonathan Highton, the company secretary, said: "After the disappointing response to the advert the idea was to promote from within. "Eddie King was suggested and seemed keen to help out. He was retired, but fit and active. "But when we contacted him again it didn't happen. He got cold feet. We got let down."

Reliant Coaches - long established operation

The commissioner wrote to the company again in November asking them what was going on. Mr Richards said at this point they considered sending their operations manager, David Shillcock, on a course with a view to him becoming the new transport manager - but then they discovered another employee, Andrew Stone, was already a CPC holder so they decided to appoint him. Mr Richards said: "When Mr King decided he couldn't act, Andrew Stone, a CPC holder employed by the company, was identified."

He said the company sent off Mr Stone's qualifications to the commissioner to be checked and, when they didn't hear anything, they assumed everything was fine. Mr Highton said: "On November 5 an application was made for Mr Stone to become a CPC holder. Not having received a response I assumed everything was in order." But Mr Stone did not have the necessary international licence, required by the company for its work abroad and, on February 17, the commissioner responded by calling for a public

inquiry. Mr Highton said: "I now realise Mr Stone didn't have the necessary qualifications, but only after getting a letter from the traffic commissioner on February 17, asking for a public inquiry."

Mr Richards said there had been a silence in correspondence between November 5 and February 17 when his clients believed everything was in order. He said: "At this stage they have nominated Mr Stone as transport manager and sent off his qualifications and heard nothing back."

Mr Simms said there was "a degree of merit" to that argument. He added: "Mr Stone was nominated and one could form the view he had been accepted to a degree." But he asked why the company hadn't realised Mr Stone didn't have the correct qualifications. Mr Highton said: "I spoke to Mr Stone and he felt he may have an international licence. "I left that up to Mr Stone and I accept it should have been my responsibility to find that out."

Mr Richards said the company then appointed Raymond Powers as a part-time transport manager as he had the correct international qualification. He said they had also decided to book Mr Shillcock on a course to get his CPC but that this wasn't happening until June. He said: "Since then Mr Powers, who has an international qualification, has also been involved with the company on a part-time basis and he will remain in that capacity until Mr Shillcock gets his CPC. "As we have been on the buses off the buses, so to speak, with Mr King and Mr Stone, Mr Shillcock was told not to go on the course, then that he needed to." He said Mr Shillcock was now booked on a course in June. Mr Highton added: "The current position is that Mr Shillcock is booked on the course in June and Mr Powers is working part time. "The intention is that Mr Shillcock will do his CPC whatever, so we don't get in this position again." Mr Shillcock said he was booked on the CPC course on June 10 in Somerset. He said: "I was told March was full so I had to wait until June for the course and I will take my national and international qualifications on June 10. The course has all been paid for."

Owner Salvador Caetano (UK) has premises next door to those of Reliant

'There will be no extra dispensations'

Mr Simms said: "It appears every option was being explored without anything satisfactory coming from it." Mr Powers said he had told Reliant he would be willing to work for them full time. He said: "I made it clear to Mr Highton I would love to come back to the Midlands and, if we have the opportunity to put together the correct package, I would be happy to do the job. At the moment I work away a great deal but live in the next village to Reliant and I have two young children. I consider the operation to be very well run. The maintenance facilities are excellent. It's well run and with a dedicated staff."

He said he held the national and international qualifications required by the company and that he was currently helping them out at evenings and weekends. He added: "It would be better for us as a group if I joined the company in three months. This is an excellent opportunity and I want to work in the area again. For me it's a long-term issue."

Mr Simms told the company: "The whole thing appears to have slipped." However, Mr Highton added: "We did try our best and perhaps circumstances were against us." Mr Richards said Reliant was keen to appoint Mr Powers on a full-time basis but that he needed to give his present company three months notice. He said: "My clients are prepared, therefore, to appoint a full-time transport manager in three months. They want to retain their international licence but they could curtail their vehicles to 20 during that period if it helps."

Mr Simms said: "A full-time transport manager has to be in place within three months or I will have to revoke the licence. Professional competence will be satisfied provided Mr Powers continues to act as transport manager until he becomes a full-time employee or is replaced.

"Furthermore the authorisation of 30 vehicles will be voluntarily reduced to 20 vehicles by returning ten discs by April 29 to the Eastern Traffic Area.

"Thirdly the licence will be revoked under Section 17(1) on July 31 unless there is at that time a transport manager in full-time employment who has a national and international qualification." He added: "There will be no further dispensations. I'm satisfied on repute and finance."

PROVIDING POSITIVE SOLUTIONS TO CUTTING ACCIDENT REPAIR COSTS

- ONE STOP ACCIDENT REPAIR FACILITY
- NATIONWIDE RECOVERY
- 16m PAINT BOOTH
- 20,000ft² WORKSHOP
- CHASSIS & AXLE STRAIGHTENING
- COMPUTERISED WHEEL ALIGNMENT

VIP Trading Estate, Anchor & Hope Lane, Charlton, London SE7 7RY
Tel: 020 8858 3781 - Fax: 020 8858 5663 - Email - truckalign@aol.com

TRUCK ALIGN
TOTAL REPAIR SOLUTIONS

Open platform

Working time record keeping

Eamonn L'Estrange claims to have devised a simple and effective spreadsheet solution

REGARDLESS of personal opinions the 48-hour Average Working Week is here to stay, and many grey areas will come to light over the forthcoming months.

The one main area that will stay grey is that of driver record keeping. With no set procedure and vague guidelines it appears that operators are very much left to their own devices.

It has been suggested that using the modes on a tacho will assist.

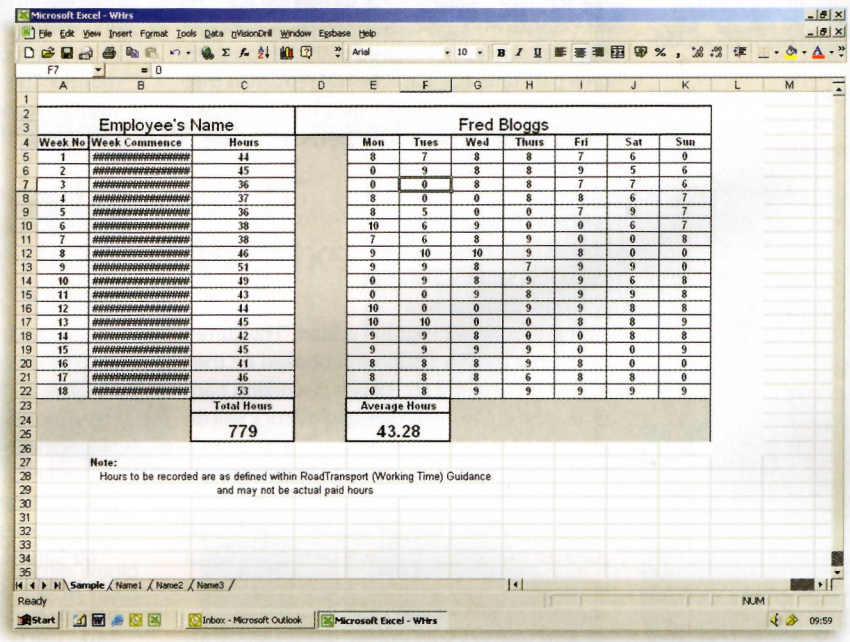
However, I foresee a problem with this on the grounds that someone (namely VOSA) will have to analyse and calculate the tacho, thus spending longer at premises while doing inspections or retaining disks for more in-depth scrutiny and, of course, inflicting a greater workload on themselves with the administration.

The Department for Transport has indicated no objections to electronic or computerised methods. I am sure that the various software for transport management, currently in widespread use, will be upgraded to incorporate a reliable record-keeping system, but at what cost to the operator.

All companies that have gone on line with these systems will know the headaches associated with any computer-generated exercise?

I have devised a simple and effective spreadsheet solution, which will meet all the required criteria and which is tailor made to individual operators' requirements within the full scope of the transport industry on which these regulations have been imposed.

Working in the Microsoft Excel format, operators can choose Self-Administered (recommended for operators with a working knowledge of Excel) or Managed (for operators with no knowledge of Excel or no computer).



Microsoft Excel - Whrs

Employee's Name: Fred Bloggs

Week No	Week Commence	Hours	Mon	Tues	Wed	Thurs	Fri	Sat	Sun
1	##########	44	8	7	8	8	7	6	0
2	##########	45	0	9	8	8	9	5	6
3	##########	36	0	0	8	8	7	7	6
4	##########	37	8	0	0	8	8	6	7
5	##########	36	8	5	0	0	7	9	7
6	##########	38	10	6	9	0	0	6	7
7	##########	38	7	6	8	9	0	0	8
8	##########	46	9	10	10	9	8	0	0
9	##########	51	9	9	8	7	9	9	0
10	##########	49	0	9	8	9	9	6	8
11	##########	43	0	0	9	8	9	9	8
12	##########	44	10	0	0	9	9	8	8
13	##########	45	10	10	0	0	8	8	9
14	##########	42	9	9	8	0	0	8	8
15	##########	45	9	9	9	9	0	0	9
16	##########	41	8	8	8	9	8	0	0
17	##########	46	8	8	8	6	8	8	0
18	##########	53	0	8	9	9	9	9	9
		Total Hours: 779		Average Hours: 43.28					

Note:
Hours to be recorded are as defined within RoadTransport (Working Time) Guidance and may not be actual paid hours

Sample / Name1 / Name2 / Name3 /

Ready

NUM

Start | Inbox - Microsoft Outlook | Microsoft Excel - Whrs | 09:59

The spreadsheet, copied to floppy disc and sent to the operator. Once the package is transferred to the local computer the operator supplies each member of staff with a four-week record sheet to complete. At the end of the four weeks all relevant data is transferred to the main spreadsheet, itemising days and weeks, the information shows all totals and, as the data goes in, the average hours are calculated and displayed. Once completed the sheet can be printed off or simply saved to disc and be retained for the required two years.

'The spreadsheet can cater for growth within the company and staff turnaround'

The spreadsheet can cater for growth within the company and staff turnaround. This simple method is aimed at the small to medium-sized operation already burdened with excessive administration and which cannot justify additional staff for the task or which has a limited amount of time to devise its own system.

Self-Administered package

Again this is simple and basic - each spreadsheet package comes complete with one example page, one page allocation per employee (minimum ten and scaling up in tens, so 15 staff equals 20 pages), one printable staff record of work for a four-week period and instructions.

Operators supply employee name, reference point start date and number of weeks - 17, 18 or 26.

These details are then input on to the spreadsheet, copied to floppy disc and sent to the operator. Once the package is transferred to the local computer the operator supplies each member of staff with a four-week record sheet to complete. At the end of the four weeks all relevant data is transferred to the main spreadsheet, itemising days and weeks, the information shows all totals and, as the data goes in, the average hours are calculated and displayed. Once completed the sheet can be printed off or simply saved to disc and be retained for the required two years.

What does it cost?

This will depend on the workforce, starting at £10, for the basic package, which caters for ten employees and £10 per ten thereafter, so a large workforce of 25 will cost £30.

Is support or after sales offered?

Yes, every purchase comes with full support by e-mail at no extra charge. Callouts to sort serious problems are avoided with the ability to send the package back as an attachment.

What about Managed Accounts?

Although slightly more expense will be involved the cost would be equivalent to that of Self Administered but with a recurring monthly charge and an option for a discount if paying annually.

● ***Details at www.average48.co.uk, e-mail info@average48.co.uk***

Got something to say?

Then write around 800 words and send it to the editor - the address is on the Letters page

Have *your* say

Send your letters to: The Editor, *CBW*, Emap Active, Bretton Court, Bretton, Peterborough PE3 8DZ or e-mail *mark.williams@emap.com*

Which stretches the furthest, the limo or the law?

From: Tony Hill
Impact Group, London

Why is the establishment trying to pussy foot around the problem of the stretched Limo saga?

Rules are rules, now let's abide by them. I have read so much in the trade press about this over the last few months but nobody seems to want to put their neck on the line. Surely there is a question of what is legal and what is not? It is a pity there are not more people with the **** to speak their mind and the truth, instead of everyone trying to be politically correct.

Stretch limos are illegal so why are we trying to make a new set of rules to accommodate vehicles that cannot pass a test in this country? They aren't even built in the European Community so why do we need to try to adapt our rules?

The traffic commissioners are correct in their first views so why are they now being pressurised into adapting the rules to accommodate these vehicles? Does intimidation work? Well it seems it does, as the meeting at Bristol was very intimidating for the traffic commissioners and I'm glad the commissioner stuck to his guns but the limo operators didn't like what they heard.

Most of these limos are an illegal import. If used on our roads they cannot get a Certificate of Initial Fitness, they cannot pass the SVA, although some authorities are recognising a certificate that isn't even obtained or recognised in the EU, yet we are still trying to find a way around this saga just to keep a few people happy.

These business people have made a bad commercial decision when they imported a vehicle into this country to use for carrying passengers, when they knew it could not comply - so why tolerate it?

I have to purchase vehicles that fall within the guidelines laid down. I do not expect or try to get them adapted. There are set, stringent rules, regulations and guidelines that I work to and in these are various interpretations, not adaptations. Let's cut to the chase, I fail to see why all the illegal stretches over 102in cannot be taken off the road. The owners took a commercial decision when they imported them and that's the risk they took and the eight-seater rule should be enforced if only to show the O-licence system does have some creditability left. The limos should come under the Hackney Carriage licensing system or the 10% rule for eight-seaters on an O-licence system and, as far as I can see, they can't conform with either in their entirety, otherwise, how far do you bend the rules?

Which stretches the furthest: the Limo or the Law?

LETTER OF THE WEEK WINS A CORGI CLASSICS MODEL BUS

More details *www.corgiclassics.com*
Stockist information
0845 603 9070

● Mr Hill is not quite correct in stating stretched limousines are not built in the EC - but there are distinctions to be made between the stretched limos built for funeral services, diplomatic or government service or corporate chauffeured duties (left) compared to the exceptionally long film star limos imported from the USA.

Coleman-Milne, sister company to Mellor Coachcraft, builds stretched limos, usually around one metre longer than standard, and these incorporate an extra door and one more row of seats. They have to comply with whole vehicle type approval and are fully certified for use in the EC. Mellor's Geoff Hudson told *CBW* there were at least two dozen builders in the UK and Europe and added that US imports would not pass any of the homologation tests laid down relating to car production. They only have a single vehicle approval - which he describes as little more than a glorified MOT - Ed.

HOW TO CONTACT *CBW*

Coach and Bus Week
is published by Emap Active,
Bretton Court, Bretton,
Peterborough, PE3 8DZ
Switchboard: 0870 062 0993
Fax: 01733 467770 (editorial & advertising)
01733 288005 (production)
Web: *www.cbwnet.co.uk*

EDITORIAL
***Editor* Mark Williams**
0870 062 3130, mobile 07720 769869
mark.williams@emap.com
***Deputy Editor* Frank Forster**
0870 062 4061, mobile 07702 640367
frank.forster@emap.com
***Reporter* Andy Roden**
0870 062 1163
andrew.roden@emap.com
Technical and Minibus Editor
Martin Cole
0870 062 5065, mobile 07885 692144
martin.cole@emap.com
***Office Manager* Jacqui Grobler**
0870 062 5066
jacqui.grobler@emap.com

CONTRIBUTOR
***Ireland* Gabriel Conway**
(Eire) 0879 222070

ADVERTISING
Advertising Manager
Trevor Newman 0870 062 2129
trevor.newman@emap.com
Senior Sales Executive
Mel Bell 0870 062 5069
mel.bell@emap.com
Tourism Sales Executive
Julie Cousins 0870 062 5067
julie.cousins@emap.com
Classified Advertisement Manager
Claire Barks *01733 465674*
claire.barks@emap.com
Classified Sales Executive
Amraj Hothi 01733 288164
amraj.hothi@emap.com
Leanne Fay 01733 465876
leanne.fay@emap.com

SUBSCRIPTIONS
Mark Cubbon 0870 062 6760
mark.cubbon@emap.com
BT landline calls to 0870 numbers will cost no more than eight pence per minute; calls made from mobiles usually cost more

PRODUCTION
Production Controller
Carrie Randall 01733 288099
***Editorial Production* Sandy Davis**
***Designer* Dan Coitino**

EMAP ACTIVE
***Managing Director* Ian Templeton**
***Deputy MD* Ed Beale**
Publisher
Vicki Culverhouse
Finance Executive
Ruth Marston-Smith
General Manager, Transport
Nigel Harris

EMAP PLC
Group Chief Executive
Tom Moloney
Consumer Media Chief Executive
Paul Keenan
***Chairman* Adam Broadbent**

CAN YOUR CUSTOMERS
BOOK ON-LINE ?
Visit www.resdemo.com

roeville
computer systems ltd

Let us put them and you at the front of the queue with our latest internet passenger booking system

webres.net
E-Commerce Holiday Reservations

t2000 XP
Tour & Excursion Reservations

ph2000 XP
Coach & Hire Contract Bookings

COACH TOURISM

Telephone 01302 841 333
Fax: 01302 843 966
www.roeville.com
Email: sales@roeville.com

Bright-Tech Developments Ltd.

Destination Displays and On-Bus Systems.

Light-Tech Led Displays

Light-Tech upgrades:-
New Coloured LED Displays.
New Curved Displays.
New High-Definition Models available.
New Driver's Controller.
New Operating System.
New High-speed Data Transfer.
New MMC Flash Packs - No PMU required.
New Multi-Lingual Text Input.
New Freehand Symbol Formatting.

PowerBlind upgrades:
New Driver's Controller.
New bar code error detection.
New Flash EPROM facility.

New MK 4 PowerBlind Displays

BRIGHT TECH DEVELOPMENTS

Fleets Point House, Willis Way, Poole, BH15 3SS.
Tel: 01202-679-627 Email: sales@bright-tech.co.uk

BRIGHT TECH DEVELOPMENTS

Putting the buzz in Wilfreda Beehive

Frank Forster visits a 'humming operation' in Doncaster, South Yorkshire

IF there's one thing you can't forget about Wilfreda Beehive, it's the name.

The Doncaster operator was recently featured in *CBW* as it took delivery of six new Optare Solos after winning contracts from South Yorkshire Passenger Transport Executive (*CBW*, March 17) - and has also just received a new bespoke Optare Tempo lowfloor bus for a contract with Doncaster's new Robin Hood Airport - Doncaster Sheffield (RHADS) (*CBW*, April 21).

Intrigued by the unusual company name, I decided to visit owners Sue and Tony Scholey at their Adwick-le-Street, Doncaster, depot to find out more.

Not unsurprisingly I found the company had a certain buzz about it. Its extensive premises houses a total of 49 vehicles, offices, and workshop. I was transported from the station in the company's six-seater Chrysler Grand Voyager and so had a chance to look at Doncaster as I was driven to the depot. It's not yet a city but it may as well be and there's a fantastic amount of development going on there including - a new transport interchange, Doncaster Education City (DEC) project - and the new airport, where the first flights are due to take place on April 28. Millions of pounds are being invested in Doncaster.

Having arrived at the company's offices I found myself standing in front of a rather large desk behind which was the imposing figure of MD Sue Scholey. Sue's husband - company president Tony, 67 - now takes more of an advisory role and Sue, as MD, runs the operation on a day-to-day basis. Helping her are her two sons from a former marriage, development director Phil Haxby, 39, and commercial director Nigel Haxby, 36, and Sue and Tony's son, marketing manager Peter Scholey, 23.

Sue Scholey with Robin Hood Airport MD David Ryall (right) and cab company MD Andrew Fosher at the Tempo launch

Family business: Sue and Tony Scholey with (from left) Nigel and Phil Haxby and Peter Scholey

'All the family pulled together without a doubt' - MD Sue Scholey

Operations manager is Ian Kaye, assisted by Stan Jackson, and team leader Peter Braidley oversee around 65 full-time and part-time drivers, including three full-time and two part-time women drivers. The administration section is run by a team of well trained, professionals - Michelle, Margaret, Julia, Naomi and Laura all have excellent customer care skills.

Sue, who recently took over as president of Doncaster's Chamber of Commerce and Enterprise, told me much of the new development in Doncaster and South Yorkshire had been made possible with EU money. South Yorkshire in general had been hit by the demise of nationalised industries and so was able to benefit from Objective One funding.

"Although I think we're the only town to have as much going on," said Sue. "The catalyst is the airport, the developers of which are Peel Holdings. They also developed Liverpool John Lennon Airport, The Trafford Centre in Manchester, and the Manchester Ship Canal." The airport will generate around 7,000 jobs, said Sue. "The name was chosen to promote the region for people globally." This investment in the town is obviously generating work for private businesses - including Wilfreda Beehive.

The fleet

Wilfreda Beehive's latest acquisition is the new Optare Tempo 33-seater lowfloor bus especially for the new airport. The Tempo has only been in production since February of this year (see panel). The Mercedes-Benz-engined vehicle has an attention-grabbing livery and comprehensive interior spec.

"It has lots of bells and whistles," said Sue. It started operating on Monday April 18, although the first flights aren't until today (April 28). It will be the only bespoke airport shuttle vehicle, although there will be commercial services that run to the airport.

It joins another 48 vehicles (see fleet list) including five Scania S-Kool 70-seater 'yellow buses', nine Optare Solos (see panel) and ten VW eight-seater Transporters.

Wilfreda Beehive has a buy-new policy and the company took delivery of 17 new vehicles last year.

Wilfreda Beehive's Neoplan Euroliner heads an impressive line-up

History

So how did that name come about? "Wilfreda Luxury Coaches Ltd was formed in 1949," Sue Scholey told me. Prior to that Tony's father had bought one coach from taxi operator Wilf Graham in Bawtry who was emigrating to Australia. So Bill Scholey bought this one bus and it was called Wilfreda because it was named after Wilf Graham's daughter.

"Wilf Graham on the birth of his daughter thought he'd had a son because he was informed it was a boy - Wilf was not at the birth. When he arrived at the nursing home in the evening he discovered his 'son' was a daughter so he had to tell all his mates he had been celebrating the birth of Wilf junior with that he had a daughter instead, so she was called Wilfreda. She now lives in Brisbane, Australia and still keeps in touch. Peter went to visit her, her house is called Wilfreda and she has a huge picture of one of our coaches in her lounge and is still very interested in the company."

Sue and Tony continued with the family's quarrying business until 1981 in 1982 separate premises were bought in Bawtry. They built the business up by doing a lot of work for British Coal and Electricity Board works contracts, operating from early morning till late at night. In 1984 the Miners' Strike saw the beginning of the demise of the coal industry and they opened a shop on the high street (now a shoe shop) and developed the tour operation. "It was a successful move," said Sue, "because it was a good advert for us."

"It lifted the company profile," said Phil Haxby.

"The Beehive bit of the name came from a company we bought in 1987," said Sue. "That was EA Hart Ltd trading as Beehive Services. They had a similar operation to ourselves but were larger - we had nine vehicles and they had 14." Out of these, 12 were tied up daily with works contracts.

"Because they were similar aged companies and Beehive Services was a well known company in Doncaster we did not want to lose the goodwill the company had built up so we decided to hyphenate the name rather than drop it all together," said Sue.

"It seems to work because everybody asks about the unusual name and doesn't forget it. The name doesn't refer to coach or bus operation at all, does it?"

At the time of the merger the company was already using its vehicles for schools and works contracts, private hire and a limited tour programme but the decision was taken to develop the stage carriage work in 1988 because of the mines closures. "We built up that with a lot of old Leyland Nationals," said Sue because we had to go in fairly big so that we had strength on our side against the bigger operators. In those days the 'Battle of the Buses' was on."

"The Bawtry depot was quite small," said Phil Haxby, so in January 1988 they purchased Smith Shearings' Adwick-le-Street garage where they are still based today, moving in late in the same year. "Where you're sitting now in this office was part of the café. Shearings moved back to Barnsley," said Phil.

Sue and Tony decided to buy ten new coaches over 18 months for the new company, settling for Scanias and a Bova Futura. They obviously made the right decision because they still have ten Scanias today, five of which are the S-Kool yellow school buses.

Like everyone else, the company was hit by the recession of the early nineties. "If you can go through times like that, you can get through anything," said Phil. "But that's when you count on your family," said Sue. "All the family pulled together without a doubt."

'If you can go through times like that, you can get through anything'

"It taught us a huge lesson," said Phil, "but we didn't tool down - quite the reverse. We actually grew a bit . We took the decision to get out there and find new customers."

"We never let anybody down," said Sue, even though, as Phil said, the finance companies were the biggest owners of coaches in the country at that time."

I asked how they found it working together as a family. Sue said that, although, there were sometimes arguments, even these were beneficial because issues were thrashed out and "you can really trust your family."

Work

Stage carriage forms around 30% to 40% of Wilfreda Beehive's business. Its in-house holiday programme takes up about ten to 15% and local contracts private hire, works services and schools take up the rest.

In March 1997 the company sold its stage carriage routes to what is now First Bus.

"We've gone a different route now," said Phil. "We don't go head on in direct commercial competition with the 'big boys'."

"We're looking for niche markets," said Sue Scholey.

"Ninety nine per cent of all our stage carriage work is tendered services," said Phil. "At the present time," quipped Sue. "Particularly rural bus services," said Phil. "We've been involved with demand-responsive services - all those awarded by the PTE we're operating, using eight seaters."

Although the company has its own tour programme it does not now own any travel shops, preferring to use selected agents. "Not the multiples but the independently owned ones, the municipally-owned ones, travel information centres," said Phil because the larger ones' commission levels are too high."

The tour programme involves regional pick-ups. "It's tight, we have a fabulous client base and they come back time and time again," said Phil. They devise their own tours.

"And brochures are distributed on all the service buses," said Sue. "It's a relatively

tight, small programme - seven to ten thousand passengers maximum per annum," said Phil. "Our most successful programme is London without a doubt," said Sue. The company also does some rail replacement work.

Wilfreda Beehive's biggest customer is the SYPTE, representing about 20% of turnover and 80% of bus turnover. "We have a damn good relationship with them," said Phil. The company will have about 30 vehicles on schools services in a day.

"Last year we won a very large school tender for 26 contracts," said Phil, "and we were very pleased to win that on best value rather than price and we're just implementing a specialist scholar transport section. The centrepiece of this is the five new S-Kool Scanias 70 seaters and four BMCs."

So you don't mind doing school work, unlike some operators, I asked? "We took a view on it," said Phil. "We had been taking a look at what Government aspirations were towards school transportation. We noticed that there were a lot of local authorities that had started to buy their own vehicles and wanted to head that off so we put together a package for the local transport executive for all the schools in Doncaster on a quality initiative.

"We guaranteed there would be no vehicles at any time throughout the five-year contract over ten years old and the average age would be less than five years old," said Phil. "We've kicked this off with a dozen new vehicles and they're supplemented by other vehicles. There are other initiatives like dedicated telephone help lines for parents, digital CCTV and GPS tracking on the vehicles. We've noticed a really big improvement in pupil behaviour. As long as the schools are behind you with it there is definitely some ownership when they get a decent vehicle and they're aware of the technology."

"The police are behind us as well as is the local authority," said Sue, because the students are our future passengers and, therefore, they deserve to be shown what public transport can be like and the parents know that their children are safe, that they can't be bullied without the incident being seen and we thought it would help to stop the school run - mums dropping off their kids in their four by fours."

"There's no doubt that, now parents know there are reliable, high quality vehicles, and there's a monitoring system in place, numbers have grown on our buses because we've had to put higher capacity vehicles on them," said Phil.

"The school transport issue is of great concern to Doncaster as well. At all the transport meetings we attend it is a big issue because it is so much easier to get around the town when schools are on holiday," said Sue. "There is an environmental issue, too."

"The biggest problem is that statutory distance law is well out of date," said Phil. No child is going to walk three miles to school and that's where the problem lies, but how do you fund it? If you gave every child free transport, it's not going to work."

"But then the Government are giving OAPs free transport," said Sue. "You never know what might happen. In this area a child's pass is 40p, that's the concessionary fare." A child living within the thee-mile limit pays this fare from wherever he or she gets on."

"With the schools as well, the timing of it is quite critical because, with the tenders being issued last year, we were able to secure brand new vehicles to do the contract just ahead of the DDA legislation because they are registered local bus services - that's how the PTE lets school contracts in this area, so we would have had to go with buses, not coaches, as we would have had to have full wheelchair access and in reality that can only be economical at the moment with children on buses," said Phil.

'The biggest problem is that the statutory distance law is out of date'

New contracts, new Solos

NEW contracts from South Yorkshire Passenger Transport Executive meant Wilfreda Beehive could take on six new Optare Solos.

They're being run on rural services and to link Robin Hood Airport for local people who work there. Others work around Thorne and as far south as Worksop.

The fleet additions are a mixture of four 8.5-metre standard Solos and two 7.8m SlimLine Solos. The normal Solos seat 28 and have a wheelchair space, while the SlimLines seat 24.

Wilfreda Beehive has bought the buses, assisted by grants from South Yorkshire PTE, and five are painted in blue and yellow Rural Links livery. Some are fitted with Hanover electronic destination screens.

Operations manager Ian Kaye said: "We operated some services with smaller vehicles and the Solos really feel like a big bus. Customers like them, drivers like them, and we like them, so it's a 'win win' situation all round."

Mr Kaye also said that, since the first was delivered after Christmas, there have been no problems with any of them, something he attributes to the quality design, and the fact that the rural routes they operate on them don't see the vehicles worked to their limit.

Wilfreda Beehive's 'well-trained' staff line up for CBW

"The bizarre thing is that now you can put ten-year-old coaches on such a service but a new coach has to be Schedule 1 DDA, so our brand new Neoplan out there is not good enough to use for schools but the old Duple is. There certainly needs to be some exemption given to school services on that."

"The DDA is welcomed in many cases," said Sue. "But how many disabled people go to school on a bus?" quipped Peter Scholey. "Most go by taxi," said Phil, but then you have the problem that, if you do use buses rather than coaches for schools, I said, they probably don't have seatbelts. "Most of our vehicles are belted," said Phil. Only the last three buses aren't belted."

"The idea of the school coach is that it's there for the benefit of private hire in between times for the schools," said Sue. "The buses have to be flexible," said Phil "because we have some school contracts that were privately procured which require seatbelts. Once a parent gets used to putting a child on a bus, they expect seatbelts, even though it may be perfectly legal not to have them. It's mostly the Solos that aren't belted - only two of them are."

Most engineering done in house

Last November the company transported 4,000 children to the Dome without a hitch using vehicles mainly sub-contracted from other operators.

Like many operators Phil finds it irritating that many smaller ones do not charge enough for the job. "They run it like a hobby," he said. "It just doesn't stack up. You have to have the bottle to let it go," he said, referring to unprofitable work. "As one door closes another one opens."

Technology

The company has recently set up a Web-based booking system. "The tour programme and excursions can now all be fully booked on line," said Phil. "It's quite nice coming in to bookings all done overnight." "And the money's in the bank," said Sue, "the system only went live this month." The system was set up by John Roe of Roeville Systems. He also set up the company's reservations and private hire systems and tour reservation programme, so everything is integrated. "He's local and can react quickly to any problems," said Sue. "We have some additional software for data units connected with the demand-responsive services, which transfer data to terminals on the vehicles via our own radio system," said Phil

Insurance and training

The company has managed not to be hit as hard as many operators with increased insurance premiums because it takes a proactive approach to reducing risk by the establishment of defensive driver training and risk assessments. "I think that, with all the new legislation coming in about training, we would like to be able to say we are going to take that on board ourselves," said Sue.

Wilfreda Beehive uses Belmont International Ltd. "Our close working relationship with our broker has helped the company over the last few years," said Tony Scholey. "They have been working with us through education and communication so that we get the very best of quotations," said Sue. "Through training, fitting cameras, and high safety standards." The company also has Investors in People status and a low office staff turnover, which also helps, "although you always get some peripheral turnover with drivers," said Phil. The company has trained a lot of drivers from scratch for school service work. It doesn't have its own in-house training school but works quite closely with an outside one. The company is a member of the Confederation of Passenger Transport and the Coach Tourism Council. It is considering signing up to CoachMarque.

Engineering

The company does most of its own engineering in house, except for body repair and spraying, which is contracted out. There are six people involved with this under chief engineer Peter Whitaker, 49, who has been with the company since he was 17. The sophistication and complexity of the electronics in

Fleet List

Make	seats	no. of vehicles
Scania Irizar	49	2
Neoplan Euroliner	49	1
Optare Solara	35	1
Dennis Javelin	53	2
Scania Duple 320	53	1
Scania double decker	78	2
Daimler Bus double decker	77	2
Bristol double decker	75	1
Bristol double decker	78	2
Plaxton Beaver 2	33	3
BMC	60	4
Scania S-Kool	70	5
Optare Solo	29	4
Optare Solo Slimline	23	2
Optare Solo	27	3
Mercedes 431Cdi	16	1
Optare Tempo	33	1
Daimler Bus vintage decker		1
VW Transporter	8	10
Toyota Lexus LS 430	4	1
Chrysler Grand Voyager	6	1

Wilfreda Beehive has five Scania S-Kools

modern vehicles does mean, however, that sometimes the company has to call people in. "If you're running a mixed fleet you can't afford the technical equipment and the staff training involved," said Tony Scholey.

Crime

The company does get problems with crime and vandalism but only in certain areas "because the PTE remit is for social inclusion of the poorer areas where perhaps they haven't got their own transport," said Sue. "It is a problem that is being addressed, though, and the police are supporting us. Now we've got these cameras they come and view them and the message is going out that, if people want bus services in the evening, they've got to be looked after and respected by their communities."

Phil said the fact the cameras produced such high-quality images now was very useful, plus the fact that, not only do they cover the interior, but also the forward view, thereby recording any incidents on the road.

"We're a 24/7 operation," said Sue, "and we have managers on call 24/7." The company is on call for the prison 'rapid response' squad.

Legislation

"It doesn't get any easier, does it?" said Phil, referring to the welter of new legislation coming in. Everybody's getting ever more saddled with bureaucracy so you just have to deal with it but we're getting to the size now where we have a good administration team. I wouldn't want to be a five to ten-vehicle operator because that's when you really struggle."

"We're helped by being a member of CPT," said Sue. "They do advise of all the things that are affecting our industry. To me membership of a bespoke organisation like CPT is absolutely essential to get the guidance on the new legislation because they filter it to members in a way you can understand and what it means to your business.

"We also have six CPC holders on the staff and one in training," said Phil, who is the main CPC holder along with Nigel.

VOSA

Wilfreda Beehive has an excellent relationship with VOSA said Sue. "They've done some training for us and are only too willing to help us with our driver training," said Phil. "All of our tachograph discs are sent out for analysis and they know that's what we do. They're sent away to TDI for analysis. They generate all the reports and send warning letters to drivers who've made a mistake. Drivers receive a copy and have to sign for receipt of it so VOSA is very happy with our system. The test station is just round the corner and we sometimes get a random visit. About 50% of our vehicles have tachographs.

'All of our tacho discs are sent out for analysis'

Fuel

Fuel prices are a major problem and have taken about 40k off the bottom line of late. The company has its own fuel bunkers which are controlled by a Triscan fuel-monitoring system. The depot is manned 24/7 by drivers and an on call fitter with mobile workshop. A contract cleaning company has been taken on with staff on between 2200hrs and 0500hrs six days a week to clean all the vehicle interiors so drivers won't have to do as much cleaning. There is also a fully automated vehicle wash.

Finance

Like many operators Wilfreda didn't want to be specific about its finances. "Turnover is seven figures and profit six figures, so we're doing reasonably well and you can't grumble - although I do grumble," Phil joked. But the last words must go to Tony Scholey: "It's been a whole lot of fun," he said.

● Sue, Tony, Phil, Nigel and Peter said they would like to thank all the operators who help them out from time to time but in particular Johnsons of Hodthorpe and Moxons of Oldcotes. Working together for customer satisfaction is much easier when you can trust other operators to help you out during the peaks, they said.

First Tempo in Yorkshire

Wilfreda Beehive took delivery of the first Optare Tempo in Yorkshire (left) for a bespoke service to the new Robin Hood Airport - Doncaster Sheffield (RHADS), which opens for business next week.

Operating seven days per week, from 0530hrs until midnight, the service from Doncaster town centre, where it links in with rail and bus services from within the region and the East Coast Main Line from London to Edinburgh, is branded the '707 Airport Arrow' in a striking colour scheme designed by the airport, which is funding the five-year contract for the service.

At its launch, Wilfreda Beehive managing director Sue Scholey said the ground-breaking service forms part of an important link between Yorkshire towns and cities and the airport, and would build up patronage, because of the high quality of the vehicle and service.

"The bus is locally built in Yorkshire and, in my opinion, is the best bus that Optare has ever produced," she said.

"The service will be staffed by a regular team of drivers, specially selected for their ability to help passengers and make their journey enjoyable. The timetable will be printed in five languages, and we will even take Euros as payment for the fare."

With over a dozen regular services and numerous charter runs, RHADS is chasing the title of Yorkshire's fastest-growing airport, having built a new terminal building in an £80 million investment plan, at the former Royal Air Force Finningley aerodrome, near Doncaster.

The 12-metre Tempo is fitted with only 36 luxury seats to make way for a full-height offside luggage rack in the centre of the vehicle. Optional extras include full air conditioning and climate control, cantilever seating, luggage racks, double glazing, and LED destination indicators.

A four-camera CCTV system is in operation is included and a GPS Hanover 'Announce Two' system gives flight information as well as airport news in three languages.

As he unveiled the 'Airport Arrow', David Ryall, MD of Robin Hood Airport, said it was an important part of the delivery of public transport accessibility to the airport.

"This service has been purpose designed to co-ordinate with the planned Bawtry Quality Bus Corridor and we very much look forward to seeing it extended to the airport," he said.

The Tempo is available in four lengths from 10.6 to 12.6 metres, with a seating capacity of up to 46, and a total payload capability of around 70 passengers (see *CBW*, October 7 2004 for full details).

Fleet *upgrades*

Crusader goes for luxury with Setras

EvoBus UK

BRITAIN's biggest Setra operator, Crusader Holidays, is continuing its association with the highly regarded German bodybuilder with the delivery of five S315 GT HDs.

It means Crusader now runs 26 Setras and, with the replacement of its last S250s, all its coaches are S315s.

MD Michael Holden said: "We have had a long association with EvoBus and this year's five new coaches confirm our satisfaction with Setra. We buy them for reliability and comfort and because we believe it is important to give our customers the best coaches available."

Crusader is approaching its 30th anniversary and the first anniversary of its management buyout after founder and owner Roger Staines died. The firm has a network of 120

departure points across South-East England and East Anglia and its holiday tours span the UK and continental Europe.

Roger's son Anthony had run the business since his father's untimely death in 2001 but bowed out last year. The company is now chaired by former Eastern National MD Geoffrey Clarkson, with former hotel contracts manager Michael Holden as MD and former reservations manager Michael Drinkwater assuming the role of commercial director.

Bedford Dart's boost

Bedford's demand-responsive bus service, Bedford Dart, is being boosted by the delivery of a trio of lowloor Sprinters, ideal vehicles for people with wheelchairs or limited mobility.

The 16 seaters are fitted with CCTV and Sprintshift transmissions and have another innovation aimed at making life easier for drivers and passengers: satellite communication. A screen in the cab shows the driver which trips he will be making and the name of the passenger. Providing vehicles are available, bookings on the 18-hours-a-day service can be made just 30 minutes before travelling.

Optare's Solo spreads its wings across North and South

South Lancs' twins power up services

Joining a 46-strong fleet for South Lancs is a pair of Cummins-powered Optare Slimline Solo midibuses: the first of their type for the company.

It already operates two Solos on its extensive stage-carriage network around Wigan and Leigh, and the striking design has proved popular with passengers and crew alike.

MD Martin Bott believes the high power the Cummins ISBe Euro 3 engine provides, as well as its proven reliability, were key factors in the decision to opt for the alternative to the usual Mercedes-Benz power pack.

"The 185hp that the Cummins delivers gives our Solos excellent acceleration along with good fuel economy. As a result it's easier to keep to time on the schedules on which these buses run.

The Solos feature Optare's upgraded interior. This has an improved roof trim system incorporating concealed up-lighting. The midibuses have 30 Estaban Civic V2 seats and three tip-ups in the wheelchair bay. Hanover LED destination displays are fitted.

Dartline trio is company's first Optare purchase

Dartline Coaches is using three Optare Solos on park-and-ride services to a hospital in Exeter.

They are the first Optare vehicles Dartline has received - the company has been in business for 18 years, mainly running coach service. Unusually, the decision to opt for Optare's design was based on passenger questionnaires about demonstrator vehicles trialled on the service. Dartline also asked the hospital.

"Solo was the clear winner with both," says Dartline's manager, Kevin Busby. "Passengers liked the easy access and the low floor, and the hospital thought that the Solo was well suited to the many people with mobility problems or people in wheelchairs who attend for treatment.

The 9.2m long, 2.5m wide vehicles are powered by Mercedes-Benz' 122bhp 900 Series engine mated to an Allison 2000 Series auto 'box. Each is fitted with 30 Richards and Shaw Harmony seats and the wheelchair bay is accessed via a manually operated ramp. Mobitec LED destination boards are also fitted.

fcc

For all of your drivers' clothing requirements

Jackets – Blazers – Anoraks – Fleece Jackets – Bomber Jackets – Hi Visibility Clothing – Pilot Shirts – Classic Shirts – Polo Shirts – Sweatshirts – Bodywarmers – Knitwear – Ties – Epaulettes – Trousers – Leggings – Workwear – Footwear – Headwear

Ladies clothing too!

If ***you*** wear it – ***we*** supply it

FCC LTD the smarter Solution

Ask about our personalised design and embroidery service
We are your one stop for all of your Corporate Clothing Requirements

Our service is available to all professionals from single operator to multi fleet organisations.

To find out more please telephone, fax, email or write to

FCC Ltd, Green Lane Dyeworks, Green Lane,
Yeadon, Leeds LS19 7XP, West Yorkshire
Tel: 0113 391 0440 Fax: 0113 391 0550
www.firstchoice-clothing.co.uk
email: sales@firstchoice-clothing.co.uk

Excel Conversions Ltd
Unit 5 Century Close
Kirk Sandall Ind Est
Doncaster
S.Yorkshire DN3 1TR

MERCEDES 614 VARIO
24 luxury seats, front entrance, coach rear with boot, soft trim, panoramic windows
IN BUILD NOW

MERCEDES SPRINTER 413 CDI
16 luxury seats,
front entrance, luggage area
IMMEDIATE DELIVERY

MERCEDES SPRINTER 413 CDI
16 luxury seats, front entrance,
coach rear with boot
IMMEDIATE DELIVERY

QUALITY PRE OWNED 1 OWNER VEHICLES

FORD IVECO – 16 seats, huge boot, air conditioning, TV,CD/DVD, COIF

FORD IVECO – 10 seats, 4 wheelchairs, semi automatic underfloor tail lift

PART EXCHANGE CONSIDERED
FOR A QUOTATION ON ANY MAKE OF VEHICLE PLEASE CONTACT SALES ON

TEL: 01302 888811 FAX: 01302 888900 or
SHELLEY: 0776 9705350 PETER: 0776 9705352

Open 7 Days A Week (Weekends By Appointment only)
www.excelconversions.co.uk
Email: sales@excelconversions.co.uk

DON'T MISS NEXT MONTHS
OUT&ABOUT
Your comprehensive guide to tourist attractions throughout the country.
For more information about the April 2005 issue
Call Julie on
01733 465926
Next Issue Out
19th May

Ayats (GB) Ltd

NOW! The only EXPERIENCED Ayats coach repair & parts service you can trust!!

Call **01487 843331**
office hours
or **07834 977552**
out of hours

What's new

Gran Turismo's silver award

GRAMMER's Gran Turismo coach seat landed joint runner-up slot at the recent 'Swedish Steel Prize' awards.

The awards are given by steel manufacturer SSAB Tunnplat for products made of high-strength steel. Gran Turismo is a high-comfort passenger seat for coaches. It impressed the judges in its ability to meet the increased requirements for ensuring the safety of coach passengers. It has a frame construction of modern high-strength steel in conjunction with a three-point safety belt. Compared to conventional seats with belts, the Gran Turismo not only improves safety but also weighs over 15% less.

Grammer used CAD techniques to optimise the seat structures of the Gran Turismo, where extensive calculations, simulations and tests revealed that there was enormous potential for reducing weight by selecting the right materials.

The company gained the best results using high-strength steel together with optimised part geometry - highlighting that, in technical and economic terms, this material was the best solution for complex seat structures.

Lighter seats offer significant economic benefits to coach operators, who can either reduce fuel consumption or take advantage of the maximum permissible load in other ways.

Super single tyre for 7.5t class

TYRE manufacturer Goodyear Dunlop has developed a super single tyre for the 7.5t class that will allow higher rear axle loading.

The company says nominal configuration in this class using 215/75R17.5 tyres on the front and similar-sized dual tyres on the rear tend to give respective load capacities of 3,400kg and 6,400kg - often meaning the front axle has under capacity compared to over capacity on the rear.

It says using the 225/70R17.5 on the front axle will up the capacity to 3,800kg and using 355/45R17.5 drive tyres will give the rear axle 5,600kg. Other benefits include a reduction in rear axle weight and the chance for builders to utilise the space between wheels for more internal space

Leyland Auto to fit bbs-tek backalarm

COMPONENT and systems specialist Leyland Auto has reached agreement with Brigade to market and fit its bbs-tek backalarm through its Vehicle Care Centre.

It uses multi-frequency broadband sound, which is claimed to be more effective and less intrusive than conventional reverse alarms. The company already installs the conventional range of brigade backalarms along with audio systems, vehicle security, navigation systems, air conditioning and safety equipment.

● ***Details on 01772 695000.***

On-line fuel accounts launched

FUEL SUPPLY specialist CH Jones has introduced on-line 'easy diesel' managed accounts to offer customers higher levels of control over their fuelling - reducing the need for credit control and allowing Diesel Direct dealers to offer more flexible terms to new customers - even when they have little trading history.

The CH Jones system allows dealers to set up accounts with distinct parameters that ensure complete control over delivery, supply and payment for fuel consignments. The system automatically prompts managers when stocks get low and stop levels can be set to prevent further drawings. Daily limits for specific vehicles can be set to ensure consumption levels can be closely monitored. Customers can make weekly/monthly online fuel purchases, promptly order new fuel cards or place cards on stop and gain access to reports on drivers' or vehicle fuel drawings.

● ***Details from CH Jones Ltd, Premier Business Park, Queen Street, Walsall, West Midlands WS2 9PB, tel: 01922 615 231, website*** **www.chjones.co.uk**

Delco Remy distributors group planned

REMY AUTOMOTIVE UK is creating a small group of specialist independent distributors for its heavy-duty Delco Remy rotating electrics brand.

The move is designed to offer better support to larger commercial vehicles where 60%-70% of the market involves repaired units - compared with only 20% in light duty markets. Upto 60 dealers will take over from the 300 general stockists of starter motors and alternators and stock Delco Remy as their preferred brand. Remy Automotive will assist with promotion, advertising, training and product support. Customers will benefit from the availability of specialist knowledge, faster turnaround times and product availability.

RH Bodyworks success with Norwich P&R rebranding

SUFFOLK-based body repair and paint spraying specialist RH Bodyworks has successfully completed the re-branding of the Norwich park-&-ride buses from the Postwick and airport sites.

Working to an extremely tight time schedule, the company completely repainted and liveried the vehicles with new vinyl graphics to a standard that impressed Norfolk County Council's operations manager David Stuart. He said: "The turnaround from RH Bodyworks was very impressive in terms of speed, quality and their highly professional approach."

The work was offered to RH Bodyworks following its success in contracting the repainting of the Ipswich buses fleet into its new livery.

● ***For details of services available through RH Bodyworks contact Mike Ball, sales and production manager, RH Bodyworks, A140 Ipswich Road, Brome Eye, Suffolk***

Aircept proves its worth

BRIDGESTONE's Aircept safety system employed in its Greatec super single tyres has proved its worth in its first recorded motorway blowout.

A Mercedes truck carrying a 20t load and travelling at 80km/h on the A1 autobahn suffered tyre damage from a sharp object.

The driver heard a loud bang followed by a warning light and an audible signal from the in-cab tyre pressure monitoring system, informing him he had a blowout in a rear drive tyre.

Mr Wachtelt said: "There was none of the expected tilting of the cab or swerving of the vehicle." He brought the vehicle safely to a halt on the hard shoulder within 150 metres and on examination of the tyre found it had been slashed by a sharp-edged object.

Immediate intervention by the Aircept system had allowed the tyre to maintain a pressure of around 4.0 Bar, allowing a controlled, safe deceleration and causing no hazard for other motorway traffic. The driver contacted the Bridgestone Truck Point Service Europe helpline and was able to continue his journey at reduced speed, up to 60km/h, to the nearest Bridgestone Truck Point dealership 35km away.

EAO launches new website

EAO, the Human Machine Interface specialist with extensive business in public transport sectors, has launched a new website.

Designed to provide customers and business partners with up-to-date information, product details and a fast response to enquiries, *www.eao.com* is the place to look for operating controls, keypads, keyboards and switches. EAO says it has made the site easy to navigate with fast-search criteria, enabling clients to find the information or products by type or market sector.

GET YOUR OWN COPY!

SUBSCRIBE TODAY

COACH AND BUS WEEK **CBW** FOR ONLY **£69**

And never miss an issue of *CBW*

PLUS WE SEND YOU EACH YEAR

■ **FREE** Coach Operator's Handbook worth £35

■ **FREE** Coach and Bus Guide - a comprehensive directory worth £35 for operators

Coach and Bus Week is the news weekly for coach and bus operator

Subscribe today by simply calling

01858 438847 quoting CBWO

and make sure of your copy, each week

or fill in the form below and send to: emap magazines, FREEPOST, (EDO 3995) Leicester LE87 4AZ

Please select the nature of your business:
001 ☐ Supplier 002 ☐ Manufacturer 003 ☐ Dealer 004 ☐ Operator

I would like to subscribe to *Coach and Bus Week* for:
☐ 1 year £69 (UK) (Quote ref: CBWO)
☐ 1 year Eire/Europe £115
☐ 3 years £185 (UK)
☐ 2 years £120 (UK)
☐ 1 year Airmail £140
☐ I enclose a cheque for £..... payable to *Coach and Bus Week*
☐ Please debit my card for £.....
☐ Visa ☐ Mastercard ☐ Access ☐ Diners card

Card No: ☐☐☐☐ ☐☐☐☐ ☐☐☐☐ ☐☐☐☐

Expiry date:..... Start date: .....

Signed .....

YOUR DETAILS (block capitals please)

Name.....

Job Title..... Company.....

Address .....

.....

..... Postcode.....

E-mail .....

Tel.....

Your subscription will start with the next available issue. This offer is open to readers resident in the UK and closes July 31 2005. This offer cannot be used in conjunction with any other offer. Emap Active Ltd, publisher of *CBW*, discloses selected information about you with our sister companies who may contact you with details of products or services that may be of interest to you. If you DO NOT wish to be informed of any future offers, please tick the box ☐ or mention when phoning. Calls may be monitored for staff training purposes.

JJ ARNOLD SERVICES LTD

Automatic Vehicle Wash Machine Specialists

News! We are now the official UK distributor for the Istobal range of commercial vehicle wash machinery

• All types of vehicles wash machinery serviced and repaired

• Installed including all civil works

•Water reclamation systems

ISTOBAL

Tel: 01260 223322

E-mail: sales@jjarnoldservices.co.uk

www.jjarnoldservices.co.uk

'Stop Fuel Theft!'

Dipstop . . .

- Prevents access to tank, while allowing unrestricted filling.
- Prevents trash being put into tank
- Wide range to suit most coach and bus fuel tanks

Contact JBL Mechanical Engineers

Sunnyside, Edgebolton, Shawbury, Shropshire SY4 4El

Tel: 01939 251351

Fax: 01939 251051

Mobile: 07831 332913

The seat of excellence.

Through advanced design and technology, innovation and dedication, Cogent is today the leading name in minibus, coach and passenger seating.

Cogent

Passenger Seating

Cogent Passenger Seating Limited
Prydwen Road, Swansea West Industrial Park
Swansea SA5 4HN
Telephone: 01792 585444 Fax: 01792 588191
email: seats@cogent.demon.co.uk www.cogent.demon.co.uk

R REG 17 SEAT MINIBUS From £13,995

2004 (54) LDV CONVOY TURBO DIESEL
(75/90 PSI)
Remainder of 4 years, 100,000 miles manufacturers warranty. Delivery miles only. Finished in white. Choice of engine PSI
NORFOLK TRUCKS LTD
IPSWICH 01473 384210
07970 002963
ENFIELD 0208 970 2002
07866 266224
9548/MP

TOYOTA **HOLLOWAYS** H **OPTARE**

FOR THE BIGGEST & BEST SELECTION OF NEW AND USED MINIBUSES & MIDI COACHES,

CHECK OUT OUR WEBSITE

WWW.HOLLOWAYCOMMERCIALS.CO.UK

01902 636661

10302/VSM

MERCEDES 609

23 seat, 1987, MoT end September, good reliable contract vehicle

£550 ono

0118 9313 454

READING

10070/MP

COACH FOR SALE

1998 VOLVO MINSTRAL JONCKHEERE TRI AXLE COACH

43 seater, sunken toilet & continental door. Full 1 year MoT. Maintained by Volvo Main Dealer to a very high standard. Re-sprayed stock white. Recently re-moquetted.

PRICE £67,000 + VAT

FINANCE CAN BE ARRANGED SUBJECT TO STATUS

Telephone: 01661 854241
Mobile No:- 07721 752907

10117/MP

COACH FOR SALE

1997 SCANIA IRIZAR TRI AXLE COACH

47 seater, sunken toilet & continental door. Full 1 year MoT. New clutch fitted - 12 months Scania warranty. Maintained by Volvo Main Dealer to a very high standard. Re-sprayed stock white. Recently re-moquetted.

PRICE £64,000 + VAT

FINANCE CAN BE ARRANGED SUBJECT TO STATUS

Telephone: 01661 854241
Mobile No:- 07721 752907

10118/MP

SEPTEMBER 2001

MEDIUM WHEELBASE MERCEDES SPRINTER

Converted by Crest Coach conversions. The vehicle is fitted with 10 Richards & Shaw Algarve seats, full moquette interior trim, coach style rear end, lowered front step, body skirts, air conditioning with climate control, TV monitor and video, hardwood sills, PA system, marker lights, walnut dash, under dash locker, reading lights, quad-vent, panoramic windows, full draw curtains and Euroliner wheeltrims, extra large boot for touring.

Cost £35,000 new

£15,000 + VAT

Tel: 0208 941 7488

10401/MP

Bus & Coach Auction Jump on Board!

Wednesday 4th May at 11.00am

Entries Direct from Leasing, Fleet and Finance Companies *plus* a selection of vehicles on behalf of:

LeasePlan

Entry to include:

03	Ford Transit 12 Seat Minibus
01 Y	Renault LM35 Stanford Coachworks 10 Seat Welfare Bus
99 T	Citroen Dispatch 1.9D 4 Seat Welfare Bus
99 T	Ford Transit 15 Seat Minibus
98 R	Peugeot Boxer 350L G & M Coachwork 10 Seat Welfare Bus
97 P	Renault Trafic T14000 Warnerbus 9 Seat Welfare Bus
7x 97 P	Renault Master T35D O & H 9/10 Seat Welfare Buses
96 P	Renault Master T35D O & H 8 Seat Welfare Bus
96 N	Iveco Turbodaily Leicester 25 Seat Welfare Bus
95	LDV 400 17 Seat Minibus
91	Ford Transit 150 7 Seat Welfare Bus
89 G	Mercedes-Benz 709D PMT 26 Seat Minicoach
89 G	Mercedes-Benz 709D Carlyle 26 Seat Service Bus
88 E	Toyota Caetano Coaster 20 Seat Minicoach
83 PP	Volvo B10M Touring Bus

Plus many, many more entries expected and invited.

Call **Andy Worswick** or **Duncan Baker** on:

0161 230 6000

A57 Hyde Road, Belle Vue, Manchester M12 4RX.

or fax details on ***0161 220 8079***

Email address: aworswick@bca-group.com

To view the **FREE** Sale Catalogue or to find Coaches and Buses simply visit: **www.commercialauctionview.com**

ATTENTION: ALL NON BCA ACCOUNT CUSTOMERS AND FINANCE BROKERS
All non account customers, without exception must lodge a minimum SWITCH/DELTA, CASH or BANKERS DRAFT deposit of £500 or 10% of the final bid price (whichever is greater) per vehicle to the Auctioneers rostrum at the time of sale. Please telephone Miss C Ingram – Cashier, for further information regarding finance payment enquiries prior to sale.

The **ONLY** Bus and Coach Auctioneers

BCA VEHICLE REMARKETING

NOW AVAILABLE FOR BOTH DEPOSIT AND FINAL PAYMENTS. SWITCH DELTA

www.bca-europe.com

Ferry Mill Motors

1979/84 Leyland National single decker, 42 seats, Leyland/Volvo engines, ex Lothian, refurbished. Choice of 5 .....**£995**

1989 Van Hool Alizee, 49 seats, full exterior, refurbished, centre W/C, full MoT, excellent condition.....**£19,950**

1988 Volvo Plaxton Paramount, 57 seater, full MoT.....**£9,995**

Tel: 01360 620544
07932 031585

9538/mp

1999
★ FORD TRANSIT ★

14 seats, ABS, 3 point belts, MoT 8/9/05, excellent condition

£6,000 + VAT

★ 1978 LEYLAND ATLANTEAN ★

86 seats, MoT 6/12/05, excellent condition

£3,500 + VAT

Tel: 07973 222844

9541/MP

1994 BOVA FUTURA

P/P, 51 seats, air con, full spec, new MoT

£35,000 + VAT

TRAVELSURE

01665 720907

9550/MP

1999 - 4 x Vario
24 seat Mercedes 614D, 24 high back seats, 3 point seat belts, drop boot, full service history.

£15,999 + VAT

2002 - 2 x Plaxton Cheetah
Mercedes 814D, 29 seats, 3 point seat belts, drop boot, full service history.

£59,999 + VAT

All vehicles owned and maintained from new

Call Pete on

07775 690 677

9540/MP

Advertise on this page and get your advert on cbwnet.co.uk FREE!

JOHNSONS

QUALITY COACH TRAVEL

10054/MP

1999 Plaxton Cheetah/Mercedes, 25 seats with belts, power door, courier seat, radio, P/A .....~~£35,950~~ **£34,950 + VAT**

1987 Bova Futura/DAF FHD, 49 seats with belts, radio, P/A .....~~£18,950~~ **£17,950 + VAT**

1989 Bova Futura/DAF FHD, 49 seats with belts, radio, P/A .....~~£20,500~~ **£19,500 + VAT**

Both Bovas have demountable toilets and can be converted to 53 seats if required

All vehicles are well maintained and in excellent condition, can be put in base colour, and are available now with long MoT's. No "sensible" offer refused. New vehicles arriving.

Contact: Peter Johnson on

01564 797000 or 07979 245033

1998 NEOPLAN SKYLINER, 77 seats, video, toilet, air con, recent retrim, manual gearbox, just about to MoT .....~~£129,000~~ **£124,000 + VAT**

1998 VOLVO B10M BERKHOF AXIAL, 49 seats, video, toilet, air con, recent retrim, manual gearbox, 2006 MoT .~~£75,000~~ **£70,000 + VAT**

1989 / 90 BOVA FUTURA (choice of 2), 57 seats, long MoT SOLD **£25,000**

Tel: 01206 824363

10405/MP

2004 (54) Mercedes D815 Sitcar Beluga

29 Seat & Courier, Luxury Mini Coach, CD, Monitor, Tea/Coffee Machine, Only 19,000 Kilometres, As New

1996 Scania Irizar K113

51 Seat Coach

Contact Karen Taylor/ Marie Duffy 0141 616 7272

Email:mduffy@closeasset.co.uk

10407/MP

John Harris and Graham Slights have been favoured with instructions

FROM TRAVEL WEST MIDLANDS

DUE TO THE REDEVELOPMENT OF THEIR SITE AT MILLER ST, ASTON, BIRMINGHAM B6 4NG

TO HOLD

AN ON SITE BUS AND COACH AUCTION

INCLUDING A LARGE QUANTITY OF NEW AND USED SPARES AND SURPLUS GARAGE EQUIPMENT

on Saturday the 21st of May 2005 at 10.30 am

Viewing on Friday the 20th and on morning of sale

PSV's (Tyres may be purchased at cost, MoT's to be advised) include:

28 x METROBUS MARK II MCW DOUBLE DECKERS
73 passenger seats, 12 standing
Gardner engines and
Voith gear boxes

7 x MERCEDES 814 SPEC PLAXTON BEAVER MARK II MINIBUSES
27 passenger seats, 12 standing
All with retarders and automatic boxes

Further details form John D. Harris & Co., The Old Dovecote Offices, Home Farm, Caldecote, Towcester, Northants NN12 8AG.
Phone and Fax 01327 358467, Mobiles: John Harris 07702 201199
Graham Slights 07976 09260
Email: jharris@auctben.freeserve.co.uk

DURHAM CITY COACHES

Offer for sale

2000 BOVA FUTURA W7 DCC Automatic, 49 upgrade recliners, twin monitors, video, fridge, water boiler, centre sunken WC, radio, CD multi changer, drivers bunk, alloy wheels. .....**£105,000 + VAT**

2001 BOVA FUTURA Y7 DCC, Automatic, 49 upgrade recliners, twin monitors, video, fridge, water boiler, centre sunken WC, radio, CD multi changer, drivers bunk, alloy wheels. .....**£125,000 + VAT**

2002 BOVA FUTURA (Euro 3) YD 02 PXS, Automatic, 49 upgrade leather seats, twin monitors, video, fridge, water boiler, centre sunken WC, CD multi changer, drivers bunk, alloy wheels.....**£135,000 + VAT**

All vehicles are tested to 2006, in first class order and have been in our fleet from new.

Call **Michael on:**
0191 3780540/07900 404609

10229/vsm

Coaches for Sale

1998 Iveco Beulas - 49 Highback Seats, Telma, 6 Speed, Reading Lights, Forced Air, Toilet, Courier Seat, Curtains, TV & Video, Tested

2003 BMC 850 Club - Air Conditioning, 35 Highback Seats, 6 Speed, Forced Air, Tested

1985 Setra - 49/53 Highback Seats, Telma, 6 Speed, Toilet, Reading Lights, Forced Air, Courier Seat, Tinted Glass

1987 Setra – Air Conditioning, 35 Highback Seats, Telma, Reading Lights, Forced Air, Toilet, TV & Video, Curtains, Courier Seat, Tested

1990 Volvo B10M – 53 Highback Coach Seats, Telma, 6 Speed, Reading Lights, Forced Air, Curtains, Courier Seat, Tested

1998 Neoplan Plaxton – 49 Highback Seats, Air Conditioning, Telma, Reading Lights, Forced Air, Toilet, Courier Seat, Curtains, TV, Tested

also available

2001 B10 Engima 51 Seat, Toilet, TV
1998 B10 Plaxton Executive 49 Seat
1996 B10 Plaxton Executive 49 Seat, ZF
1996 B10 Jonkheere 51 Seat, Toilet, TV
1995 Javelin Plaxton 32 Seat, Very Low Mileage
1990 B10 Plaxton 3500 Executive
1990 Volvo Plaxton 51 Highback Seats
1988 B10 Vanhool 49 Seat, Toilet
1987 MAN Algarve 53 Recliners, Large Boot
1986 DAF 51 Highback Seats, Belts

BLYTHSWOOD MOTORS

0141 221 3165 / 0141 639 6107

Advertise on this page and get your advert on cbwnet.co.uk FREE!

1992 VOLVO B10M PREMIERE 53 seats

2001 VOLVO B10M EXCALIBUR 49 seats, air con, choice

1999 SCANIA IRIZAR CENTURY, 49 seats with toilet

1995 VOLVO B10M PLAXTON PREMIERE, 49/53 with demountable toilet, long MoT

1992 MERCEDES 709 27 hi-back seats, 3 point belts

2001 VOLVO B10M CAETANO ENIGMA. Choice of 49 or 51 seats, auto.

2001 SCANIA L94 IRIZAR CENTURY, 53 seats, air con, auto.

1994 TOYOTA OPTIMO. 21 seats, selection of contract vehicles. Call for details.

WANTED FOR CASH YOUR SURPLUS VEHICLES

8546/VSM

NOW AVAILABLE - Choice of Volvo's, Scania's, Bova, various configurations – Ring for list

NEW TOYOTAS AVAILABLE FROM STOCK

AD COACH SALES

TELEPHONE: 01884 860767
FAX: 01884 860711
e-mail ggoodwin@adcoachsales.co.uk www.adcoachsales.co.uk

CONNAUGHT P.S.V.

"THE UK's No 1 OPTARE DEALER"

NEW VEHICLES

Optare Solera
39/35 seats + courier,A/C, D/G, plug door, large boot + side lockers

Optare Nouvelle SR
29/33 seats, forced air, or A/C, reading lights, D/G, curtains, PA, large boot.

Optare Soroco
16 seats, coach built, Mercedes 413CDi, reclining seats, air con, plug door, large boot.

Optare Bonito
16 seats coach built, Ford Transit, reclining seats, forced air, plug door, large boot

Sprinter
413 CDi, 16 high back seats, forced air, reading lights, curtains, coach back end

Leyland DAF
16 high back seats, forced air, reading lights, curtains

RING STEVE FOR THE BEST DEAL POSSIBLE

USED VEHICLES

2000 X REG OPTARE SOROCO,
16 leather trimmed reclining seats, coach built. Usual Sorroco spec including air con, power door and large boot.

2001 Y REG OPTARE SOROCO, 16 seats, coach built, 413 cdi, sprinter
1999 T REG OPTARE NOUVELLE, 33 seater
1996 N REG MERCEDES 814L, 35 seats and courier
1996 P REG LEYLAND DAF, 16 seats
1994 L REG MERCEDES 814D, 29 seats with side mounted wheelchair lift

Contact: Steve Peach
Tel: 01302 770863
Mobile: 07836 551020 Fax: 01302 771666

9643/VSM

4 x SCANIA K114 ZF Autos

With LOW MILES

Usual Vanhool spec, with drivers bunks, no rear window and reverse cameras. All low miles with full s/h, long MoT's and tax. Owned from new and in excellent condition.

Vehicles can be resprayed in 1 single colour of buyers choice within the sale price.

Part exchange are very welcome.

For more details call

Richard Austin on 01785 229797 or 07973 940555

10227/vsm

EDINBURGH COACH LINES LTD

81 Salamander Street, Leith, Edinburgh EH6 7JZ
Tel: 0131 554 5413 Fax: 0131 553 3721
e-mail;enquiries@silvercoachlines.co.uk

" Edinburgh Coach Lines Ltd the Scottish Agents for Leinster Vehicle Distributors of Urlingford, Ireland. We have the following new vehicles for sale.

We have the following used vehicles for sale: - New Winter Sale Price

1989 SETRA S215HD (White) 49 reclining seats, toilet, fridge, radio & pa system. Wired for video. MOT'd till Dec 2006 . . . . . **£22,500. o.n.o**

1990 SETRA S215HD all details the same as above. MOT'd till Dec 2006. Price . . . . . **£25,000. O.N.O**

1997 SETRA S 250 (8 Speed Gearbox 4/4) (P) plate with 48 reclining seats, fridge, toilet, tv/video, hot water dispenser. Air con. Taxed and MOT'd. These vehicles are in immaculate condition and have been maintained to a very high standard. Choice of 3 . . . . . **PRICE £77.500 EACH**

1997 SETRA S 250 AUTO. (R) plate with the same specifications as the vehicles above. Again there is a choice of 3 . . . . . **PRICE £82,000 EACH**

1998 VOLVO B10M CATAENO ENIGMA (White) 51 reclining seats with air-con, radio pa system, wired for video and MOT'd till March 2006. Price . . **£ 70,000. O.N.O**

1997 TOYOTA COASTER (4 cylinder) 18 seater with air-con, radio pa system & large boot. MOT'd till Feb 2006 (will sell with new MOT) Price . . . . **£12,500 O.N.O**

2000 SCANIA IRIZAR 49 seats. White with fridge tv/video, pa system, toilet, air-con. MOT March 2006. Price . . . . . **£115,000 O.N.O**

2000 SCANIA IRIZAR. 47 seat White with fridge, tv/video, pa system, toilet air-con MOT'd till March 2006. Price . . . . . **£115,000 o.n.o**

All these used vehicles have removable vynals. All prices are + VAT & sale only.

Contact Peter on 0131 554 5413.

We also have a vacancy for a fully qualified diesel mechanic at our Edinburgh Base. Experience with Setra, Scania & Volvo engines preferred but not essential as supervision will be given

9751/nVSM

CLASSIFIED

To advertise on these pages please contact us on 01733 288164

Ensignbus

DOUBLE DECKER SPECIALIST

1994 L REG DENNIS DARTS
Cummins/Allison, Northern Counties bodies, 34 seaters.

1995 M REG VOLVO B6
ZF Gearbox, Volvo engine, Alexander body 40 seats large choice. These buses are a good opportunity to buy modern buses at reasonable prices.
£11,000 each, plus tyres and VAT

1988/9 F REG SCANIA 113'S,
Alexander bodies, single door, 80 seats with recent retrim.

ROUTEMASTERS . . . Last chance to buy a London Classic. 72 seaters with Cummins engines, all refurbished in the 90's. Ideal buses for weddings, special events or just a toy!!

1994 L Reg Volvo B6's,
Volvo engines, ZF gearboxes, Plaxton bodies, 40 seats, good tests.

1996 VOLVO OLYMPIANS
Alexander Royale bodies, Coach seated upstairs, large luggage area, air-conditioning, wheelchair lift to front door, lovely condition throughout.

1994/5 L/M Reg Optare Metroriders,
Cummins/Allison, 25 seats with pen and wide flow doors

1994/5 L/M REG MERCEDES 709'S,
Alexander bodies 23/5 seats, manual, large choice.

1994 L REG DENNIS DARTS
Cummins/Allison, Plaxton Pointer bodies, 35 seaters

1988 F REG LEYLAND LYNX
Cummins I10/ZF, 49 coach seats, new test

1988 E REG LEYLAND OLYMPIAN
Garner 6LXB/Hydracyclic, Northern Counties body, 73 seats, test 03/05

1985 LEYLAND TIGER
From our own fleet, very clean, 48 seats, just of of MoT

1988/9 F/G REG LEYLAND LYNX'S,
49 seats, Cummins L10/ZF.

1983 A Reg Metrobus 2, ,
Gardner 6LXB/Voith, 73 seats, good tests.

1982 X REG LEYLAND OLYMPIAN
Roe body, Gardner 6LXB/Hydracyclic, 76 seats, good test

1991-94 DENNIS CONDORS,
Arriving now from Hong Kong. Cummins L10 engines, Voith 3 speed auto gearboxes, tinted windows, full air-con throughout, 94 seats with 2 doors or 95 with single door conversion. Refurbished to Firstgroup spec 4 years ago. Limited number available.

1986 C REG LEYLAND OLYMPIAN,
1986 C Reg Leyland Olympian, Gardner 6LXB/Hydracyclic, Alexander body, 76 seats.

1985 B REG VOLVO B10M'S,
rebodied in 1992 with new East Lancs bus body, 74 seaters, out of test, fit for further service or a good source of spares.

1986/7 LEYLAND OLYMPIANS
Gardner/hydracyclic, ECW semi-low height bodies, 68 seats, long tests, some single door, 72 seaters also available, from £7000

1992/3 Dennis Darts, Cummins/Allison,,
Wrights bodies, 40 seaters, choice of 8.

8153/VSM

OPEN TOP BUSES A SPECIALITY BRITAIN'S BIGGEST BUS DEALERS

Juliette Close, Purfleet Industrial Park, Purfleet, Essex, RM15 4YF
Telephone 01708 865656 Fax: 01708 864340 e-mail: sales@ensignbus.com
Visit our website for current stock at www.ensignbus.com
For the convenience of our customers in the North we now have some sales stock in Darlington, where a limited range can be viewed. Please phone for details

To advertise on these pages please contact us on 01733 288164

1175 ARGYLE STREET
GLASGOW G3 8TQ

www.BLYTHSWOODMOTORS.co.uk

TEL. 0141 221 3165 FAX. 0141 221 3172
EVENING 0141 639 6107
EMAIL : BLYTHSWOODMOTORS@AOL.COM

OFFERS OFFERS **Only 3 Weeks to moving** **Stock Must Go NOW - Bargains Galore** OFFERS OFFERS

Coach Specification

New Plaxton Pronto Power Door, 16 Seat can take 6 wheelchairs
New Sprinter 413D Luxury 16 Coach Rear Boot
New Sprinter 413D Luxury 16 Seat, 5 W/C's
New 814D 24 Seat Coach Luxury
New 814D 23 Seat Coach Luxury, Large Boot, 6 Wheelchairs
New 814D 33 Highback Seat, 10 Wheelchairs, Power Door, Lift - 7 Days
New 814D 29 Highback Seat, 8 Wheelchairs, Power Door Lift
New 814D 33 Seat Luxury Cheetah Coach, choice of Interior, PA etc
2003 413D 16 Highback Seats, Reading Lights, Forced Air, Only 56K
1996 & 1997 611D & 612D 24 Highback Seats, Power Door, Belts, Boot
1998 614D 24 Highback Seats, Belts, Power Door, Courier Seat, Boot
1995 709D 29 Highback Seats, Belts, Luggage Racks, Boot, Power Door. *Repannelled and Refurbished*.....£12000.00
1996 711D 25/29 Seats, Turbo, Coachbuilt, Power Door, Large Boot
1996 711D 24 Highback Seats, Turbo, Power Door, Large Boot
1993 814D 33 Seats, Manual & Sp Gearbox, Belts, Boot, Power Door *Retrimmed and Repannelled*
1995 814D Autobus, 33 Seat, Belts, Reading Lights, Forced Air, Boot, Power Door
1996 814D Plaxton, 33 Seat, Belts, Power Door, Boot
1996 814D Mellor, 33 Seat, Belts, Power Door, Reading Lights, Forced Air
1998 814D Leicester, 33 Seat, Belts, Power Door, Curtains, Reading Lights, Boot, Luggage
1999 814D Plaxton Cheetah, **25 and 29 Seat**, Belts, Power Door, Reading Lights, Forced Air, Curtains, Boot, Courier Seat
2000 814D 24 Seat, Power Door, Boot, Forced Air, Reading Lights
2003 814D 24 Seat, Belts, Power Door, Luggage, Reading Lights, Forced Air, Boot
2003 & 2005 Cheetah 33 Seats, Luxury Power Door

2003 Toyota Optimo with 26 Seats, all extra's
Leyland Daf Choice of 1992, 1995,1998, 1999, 2000 16 Seat PSV In Stock

Wheelchair Specification

Mercedes
2004 Sprinter 413D 16 Seat - Luxury Spec
1993 609D 26 + 7 or 4 wheelchair, Tail lift, Belts, Luggage Racks
2000 614D 16 (6 wheelchairs - 2 passengers), 4 Belts, Power Door or 24 Seat + 3 to 5 Wheelchairs

Neoplan
1999 12m, 33 + 25 Seats + 1 wheelchair, Destination

Coaches

2003 BMC 850 35 Hiback Seats, Air Con
2001 B10 Engima 51 Seat, Toilet, TV
1998 Neoplan 49 Seat, Air Con, Toilet
1998 B10 Plaxton Executive 49 Seat
1996 B10 Plaxton Executive 49 Seat, ZF
1996 B10 Jonkheere 51 Seat, Toilet, TV
1995 Javelin Plaxton 32 Seat, Very Low Mileage
1990 B10 Plaxton 3500 Executive
1990 Volvo Plaxton 51 Highback Seats
1988 B10 Vanhool 49 Seat, Toilet
1987 Setra 35 Coach Seats, Toilet, Forced Air, Reading Lights
1985 & 87 Setra 49/53 Hiback Seats, Fridge, Reading Lights
1987 MAN Algarve 53 Recliners, Large Boot.....£ 5000.00
1986 DAF 51 Highback Seats, Belts.....£ 3000.00

Dual Purpose Spec

Mercedes
New 413D Plaxton, 16 Highback Seats, Belts, Underfloor Lift, Power Door, Auto Gearbox
1989 709D 25 Highback Seats, Destination, Power Door
1990 709D Coachbuilt, 25 Coach Seats, Power Door, Grab Handles, Belts, Boot
1991 811D 31 + 6 Semi High Seats, Destination, Belts
1993 814D 33 Highback Seats, Belts, Power Door
1998 814D UVG, 23 + 8 Highback Upgraded Coach Seats, New Telma, Belts, Power Door
1998 814D Plaxton, 31 or 33+ Highback Seats, Belts, Telma,
1998 814D Mellor, 29 + 6 Upgraded Seats, Destination, Telma Good Choice Available.....from £ 23000.00
1998 814D Marshall, 27 + 8 Semi High Seats, Destination, Telma Good Choice Available.....from £ 23000.00
1999 814D Marshall, 31 + 9 Service Seats, Destination, Kneeling
2005 814D Plaxton, 33 Seats, Belts, Telma, Boot, Choice
New 814D Plaxton, 33 Highback Seats, Belts, Telma, Auto Choice Available

Specials

New Chrysler Sports

Crossfire 3.2 V Auto Coupe, Metallic Silver Special Terms

Mercedes Horse Box

1995 will take up to 6 Horses, Full Kitchen Sleeping Facilities, CCTV, Shower & TV

Service Specification

Mercedes

New and Used Mercedes Plaxton Beavers Dual Purpose with 33 or 29 Highback Seats, Luggage Racks, Boot, Power Door, 20 MPG, Choice of 5 Speed or Allison Auto - also from Stock with Service Seats 31 + Pen or 33 No Pen

2004 814D Plaxton, Choice, 31+6 Seats, Manual
1999 814D Marshall, 31+8 Upgraded Semi High Seats, Destination.....£17000.00
1999 814D Plaxton, 27+12 Seats, Auto, Telma
1999 814D Marshall, 31+9 Upgraded Seats, Kneeling.....£16000.00
1998 814D Plaxton, 27+12 Seat, Destination, Telma
1998 814D Plaxton, 27 Seat, Destination, Auto.....from £ 22000.00
1997 814D Alexander, 27+8 Seat, Destination, Telm.....a £16000.00
1997 814D Plaxton, 27+12 Seat, Destination, Diptac
1994 709D WS, 27+12 Seats, Destination, Diptac Poles
1993 709D Reeves Burgess, 27+6 Seats, Destination.....£ 8500.00
1993 709D Dormobile, 29+7 Seats, Destination.....£ 7000.00
1992 - 1996 709D Alexander, 25+8 Seats, Destination, Power Door, All Tested, good vehicles.....from £ 3500.00

Leyland Daf
Choice of New Service and Dual Purpose with Destination, extra long with 6 wheelchairs

Neoplan 1999 Super Low Floor, PSV, Airport, 12m, Partly Racked, Huge Luggage Space, Seated and Standees or up to 6 Wheelchairs

Iveco 1998 19+15, 26+Seats, Air Susp, Telma, Large Engine..... £8000.00

Scania 1990 N113 48+24 Seats, Auto, 1 instructor brake also choice of 1995 & 1996

Dennis 1994 & 1993 Dennis Javelin with 36 Seats and Power Door
Choice of 4..... from £ 12000.00

Miscellanous

VW Sharan 2001 Air Con, 6 Speed, Top Luxury Specification

Finance subject to status available on all vehicles by our In House Finance Company Hire or Lease Purchase Available

Double Deck

1965 - 67 AEC Routemaster Park Royal Body, Open Platform, 72 Seat, Fully Refurbished, Tested, Tyres From..... £ 9000.00

1988 Volvo 85 Seat, Single and Double Door, Tested

Awaiting Image

1985 Volvo Plaxton 4000 66 Seat, New Engine, Tested Coach Spec

1985 Dominator 75 Seats, Air Susp, Voith Auto, Kirkstall Axle, Single Door, Gardner, Tyres and Tested, Choice

1986 - 1989 Lion TL11 84 - 86 Seats, ELC Body, Turbo ZF, Twin Door, High Speed, Height 15 ft
Choice.....from £ 13000.00

1983 - 1988 Olympian 72 - 77 Seats, Some Low Bridge, Tyres, Gardner, Choice.....from £ 4000.00

1982 - 83 Titan 76 Seats, Air Susp, Semi Auto, Gardner Choice.....from £ 2500.00

1980 - 82 MCW Alexander, 76 Seats, Auto.....from £ 1900.00

1990 Scania N113 Alexander, 80 Seats, Single Door, Super Condition

1980 Atlantean Open Top 69 Seats, Semi Auto, Front Destination, Front & Middle Door, Luggage Pen, Choice.....£ 8000.00

New Wheelchair Spec

New Merc Vito 8 + Driver / 3 Wheelchairs - available from stock
New Merc Pronto Sprinter 413D 16 Seat, 6 W/C, Power Door, *Reg. 05 available*
New Merc 814D 23/6, Extra Large Boot, Side Lift
New Merc Beaver Early Delivery, 32 Coach Seats, 10 Wheelchair's, Flat Floor
New Leyland Daf 16/5 Convoy, Luxury Spec, Panoramic Windows, Front Entry

New Stock

Mercedes Coach Spec

Plaxton Cheetah Full Coach Spec, 33 Seat, Manual or Auto, Large Boot, Telma, Power Door, PA System, Double Glazed, Forced Air, Reading Lights, Doing 20 mpg

IMMEDIATE DELIVERY

Choice of Auto - Early Delivery

2005 Cheetah 33 Seat Full Luxury Spec
2003 Cheetah 33 Seats, Luxury Power Door
2000 Plaxton Cheetah 25 Seats, Jumbo Boot, Recliners
1999 Plaxton Cheetah Plaxton Full Spec 29 Seats
1998 Mercedes 814D 33 Seat Coach
1998 Mercedes 814D 33 Seat Coach, Curtains, Boot
1996 Mercedes 814D Mellor 33 Seat Coach, Choice
1995 Mercedes 814D Autobus 33 Seat Coach
1993 Mercedes 814D Plaxton 33 Seat Coach

New 24 Seat Full Luxury Specification

3 Point Belts, ZF Gearbox Telma, Power Door, Reading Lights, Forced Air Vent, Courier Seat, Doing 22 mpg

Also available 23 Seat, 6 Wheelchairs, Side Lift, Full Boot, available 7 Days
2000 814D 24 Seat, Power Door
1998-97-96 611D - 711D 19, 24, 25 Seat Power Door, Boot

New Twin Wheel Sprinter 413D

16 Seats, Forced Air Vent, Reading Lights, Coach Back End, Large Boot or No Boot, Electric Windows

2003 413D 16 Highback Seats, Reading Lights, Forced Air, Only 56K

Mercedes Vito 9 Seat

Available in Long & Extra Long 88 BHP / 109 BHP /150 BHP, Luggage Space, Factory Built, Quick Release Seats & reversible 6 Speed Gearbox, 3 years Warranty, 4 Doors & Tailgate or 6 Rear Doors, CDI Engine giving over 60 MPG, up to 3 Wheelchair's, Metallic or Ordinary Paint

Super Finish & Performance

IMMEDIATE DELIVERY
From £16500.00 + VAT

2004 Mercedes Vito 109 LWB 8 Seats
2002 Vito 108 7 Seats plus Driver, Blue, 5 Speed Gearbox

Super Low Floor

Immediate Delivery
Mini - 10.1 - 10.7 - Enviro Solo's - Caetano's
Most Sizes wide or Narrow

2001 10.7 Plaxton 34+26 Seats, Ramp, Destination, Telma, Auto
2001 10.7 Plaxton 37+22 or 22 + 1 w/chair, Destination, Auto
1998 10.7 43+19 Seats, Telma, Auto, Kneeling
1998 10.7 39+22 Seats, Telma, Auto, Destination
1997 10.1 Plaxton 32+26, 35+21 Seats, Telma, Auto, Good Choice Available
1999 Neoplan 12m, Jumbo, Airport, Luggage Area, Super Low Floor
New Optare Solo 8.5m 2 wheelchairs, facing rear, Choice of Mercedes or Cummins Engine, Belted, Electric Destination
1990 Scania N113 Alexander, Auto, 47 Seats plus Standees, Very Tidy Vehicle

Mercedes Service Spec

DDA, 33 Highback Seats, Belts, Luggage, Boot, Telma, Kneeling, Manual or Auto on Spring Suspension, also One only Beaver plus DDA Compliant with Electric Step

Choice of 2005 & 2004 Beaver Plus 2 Manual, DDA on Air Suspension
New Beaver 2 Plus with Boot, Luggage Racks, Auto, 33 Highback Coach Seats
New Beaver Service 31 or 33 Seats plus Pen, DDA, Manual or Auto, 68 mph Non Air suspension

Ford 9 to 17 Seats

Transit 17 Seat with COIF Luxury, Tinted Electric Window and Mirrors
Ford Transit 15 Seat with Air Con, Electric Mirrors & Windows
Ford Tourneo 9 Seat with Air Conditioning, Electric Mirrors & Windows
New Transit 12 Seat PSV .....Available now
New Transit 15 Seat..... **£17500.00**
2000 Transit 8+ Driver, 3 Rear Seats on Tracking
1994 Transit 16 Seat Coachbuilt

Leyland Daf 16 Seat

12 - 17 Luxury Front Entry Panoramic Windows, Power Door, Luggage Space, Ford Turbo Engine
16 Seats LWB Wheelchair Front Entry
16 Seats LWB Service or Coach Power Glider Door, Destination.....**£ 24500.00**
Special Offer Factory Finish 16 Seat + Driver **Only £14995.00**
4 Years Warranty, wheelchair, 16 Seat Special Power Lift **£18995.00**

VEHICLE SALES MISCELLANEOUS

CLASSIFIED
To advertise on these pages please contact us on 0870 062 6762

SELWYNS
COMMITTED TO QUALITY

Plaxton Excalibur B10M 49 executive 2 x 1998 R Reg. One piece rear panel. Spare seats and floor sections to convert to 53. Owned and operated by us from new on Private Hire and tour work. 49 reclining seats, air conditioned, centre sunken shades, toilets/washroom. Water boiler, TV, video, alloy wheels ~~£77,500~~ **REDUCED TO £69,500 + VAT**

Neoplan Skyliner 1992 full executive facilities, 79 seats, Mercedes engine/auto box, recent re-sprayed in white. (Re-trimmed 18 months ago). Ready to work with MoT until February 2006. Must be the best example available for the year ~~£62,500~~ **£57,500 + VAT**

DAF/ Van Hool 1994 49 Executive / courier seat, centre sunken Toilet/Washroom, air conditioning, Water Boiler, TV Video. MoT Expires 6/02/06 ~~£47,500~~ **£39,500 + VAT**. Used on private hire work and tour work.

Iveco/Mellor 1995 Service Bus 16 coach seats fitted with 3 point seat belts (large rear luggage compartment). Used for Air Crew Transport at Manchester Airport ~~£7,500~~ **£4,500 + VAT**

Mercedes 814 Autobus Nouvelle 1997, 29 seat + 1 courier /Extra large boot. Operated by us from new on aircrew Transport. Re-sprayed all white. MoT expires 2/05/05 will supply new 12 month ticket. ~~£27,500~~ **£22,500 + VAT**

All of the above vehicles are in an excellent interior, exterior and mechanical condition and are available for any trial/inspection. For sale due to fleet replacement

Ben Lewis on 01928 564515
or Email: bcl@selwyns.co.uk
10063/VSM

10406/VSM

HATTS Coaches

West End • Foxham • Chippenham
Wilts • SN15 4NB

Tel: 01249 740444. Fax: 01249 740447
www.hattstravel.co.uk
Email: info@hattstravel.co.uk

1995 Vanhool, E0S90 Manual MAN, 53 seats, Rec, new re-trim including racks and roof like new, air conditioning, TV, video owned from new, MoT Sept 05. ..... **£55,000 ono**

Also 51 Exec as above **£48,000 ono.** Untrimmed. MoT Sept. 05

1992 P/P Vanhool DAF SB2300, 53 seater, very clean, MoT Feb 06. ..... **£27,000 ono**

1990 Vanhool VOLVO B10M, 53 seater, re-trimmed Black Magic, very clean, MoT Oct 05..... **£19,000 ono**

1987 Plaxton 260 Tiger, 53 Rec, tidy for year, good upper panels, would convert to 70 seat, MoT Aug 05. ..... **£8,000 ono**

1994 Lift Accessible Mercedes 711D. Coach built, 24 seat or 8 wheelchairs, very clean, MoT Sept 05..... **£10,500 ono**

1997 VOLVO B10M Mk4 VAN HOOL ALIZEE
49 recliners, air con, centre sunken toilet, fridge, hot water boiler, video and pa etc, tour work only, excellent condition.
£78,500 + VAT

1992 VOLVO B10M MK3 DUPLE 300 SERVICE BUS
53 seats and 24 standees + pram pen. Red moquette, recent repanelling exterior, Blue, long MOT excellent condition, ready to work, ideal school vehicle
£19,750 + VAT

1993 VOLVO B10BLE NORTHERN COUNTIES
...y 51 ... dees + pram pen. ...ior blue and cream, ... very good condition.
£27,750 + VAT

94 - 95 - 96 MAN 11 190 HOCL-R OPTARE VECTAS SERVICE BUSES
42 seats + 16 standees + pram pen.
Diptac spec. Red moquette, exterior Blue & cream. Long MOT's available now.
From £12,750 + VAT

All these vehicles have been owned and operated by us since new and fully maintained

HUTCHISON COACHES (Overtown) LTD.
01698 372132
10114/VSM

Alero - Accessing New Horizons

OPTARE

Limited number of stock and pre-owned vehicles available.

Various specifications - ALO2 with destination canopy and ALO3 with multi wheelchair capacity.

Stylish modern design for instant passenger appeal.

Composite body with stainless steel structure for long life.

Full low floor with kneeling suspension and manual fold out entrance ramp for rapid passenger boarding.

Floor tracking allowing easy relocation of seats to suit a multitude of operational requirements.

Full passenger compartment climate control system for optimum comfort.

Power operated entrance door.

Seating capacities from 12 plus wheelchair up to 16.

Choice of colours.

Full MOT's on pre-owned units.

CALL 01709 535112 FOR FURTHER DETAILS

Optare Mobility Sales, Denby Way, Hellaby, Rotherham, S66 8HR Telephone 01709 535 100 e-mail mobilitysales@optare.com Website www.optare.com

A division of Optare Group Ltd. Registered Office: Manston Lane, Leeds, LS15 8SU.

10066/VSM

ASHALLS COACHES

Ashton New Road, Clayton, Manchester.
Tel: 0161 231 7777

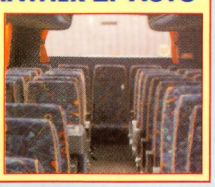
10119/VSM

DENNIS JAVELIN, N REG

July '96 Wadham Stringer/UVG Unistar body, 70 brand new 3 point belted seats, MoT March 06. Body re-panelled including new stretch panels
£52,500

2000 W REG VOLVO B10M PLAXTON PANTHER ZF AUTO

48/52 with demountable toilet, reclining seats, air-con, TV/DVD player etc
£108,000



1990 H REG VOLVO B10M EAST LANCS EL2000 ZF AUTO

41 seats, 19 standing re-painted white, re-trimmed, MoT Jan 2006 with lots of spares including gearbox axle, glass etc **£10,250**

MERCEDES 811D M REG

April '95 Wadham Stringer body, 31 high back 3 point belted re-trimmed seats plus 12 standing and luggage pen. destination equipment, MoT March '06. Ideal dual purpose vehicle
£19,500

51 MARCO POLO RECLINING SEATS £1,000

Buy Today and Start Earning Tomorrow

Tel: 0161 231 7777
Mobile: 07721 612075

Low Deposit Finance — All vehicles available Immediately.
ALL ONO + VAT

To advertise on these pages please contact us on 01733 288164

VEHICLE SALES MISCELLANEOUS

Haytons
OF MANCHESTER

1999 (T) MAN NEOPLAN TRANSLINER

6 speed manual ZF box, 49 recliners, with back seat tables and retractable belts, foot rests, air conditioning, rear floor mounted toilet, three tv's/video system, radio pa, hot water boiler, fridge, cruise control retarder, alloys, will be sold with new white paint and 12 months MOT only

£72,000 ono

1995 SCANIA VANHOOL ALIZEE

55 re-moquetted seats, new engine fitted 15 mths ago by Scania main dealer (still with warranty) new stretch panels fitted recently, ZF auto gearbox, internal CCTV system fitted, radio pa, MOT Feb 06 mint condition inside and out.

£53,000 ono

0161 2233103
07866 582425

Haytons of Manchester,
12 Acorn close, Manchester M19 2HS

10225/VSM

PRODUCTS & SERVICES

BUILDINGS

HEAVY DUTY STEEL BUILDINGS

✧ Bus Workshops ✧ Secure Storage
✧ Supplied any width, any length
✧ Building to BS5590 ✧ Doors high enough for Double Deckers
✧ Finance available
For further information phone

BLUELINE BUILDINGS
01709 578333 anytime

9174/BLU

GARAGE EQUIPMENT

Commercial Vehicle Lift & Commercial Brake Testers FOR SALE

Contact **Roger on**
01384 410008
07932 069627

9483/GE

CABLES

High Specification, Low Temperature Operation

R.D.B. CABLES

Rossfield Road,
Rossmore,
Industrial Estate,
Ellesmere Port,
Cheshire L65 3AS

- Gear shifter control cables
- Accelerator control cables
- Modulator control cables
- Foot pedals and connection kits
- Ball joints, rose joints and clevises

Tel: 0151 355 0004 - Fax: 0151 356 8408
Credit cards accepted

8568/CAB

Mercedes Sprinter 311CDi

2001 16 seater, 6 month old conversion, Richard & Shaw high back extra wide seats, front entry, walnut dash, luggage racks, fully resprayed, new tyres, has to be seen, excellent condition

£15,495

Tel: 01236 767969
07810 713074

Full MoT available

10403/MP

APPOINTMENTS AND TENDERS

First transforming travel

ScotRail

First ScotRail is the newest and one of the largest rail franchises in the UK, with 650,000 train journeys a year from 336 stations on over 3000kms of routes across the whole of Scotland.

integration & access manager – GLASGOW c.£22-26k

This role will be responsible for the delivery of the integration strategy and development of the access strategy. This will involve liaison with external operators of public transport services to aid the development and delivery of compliant and viable commercial agreements. This will cover all aspects of ticketing, time-tabling and information provision supporting the integration strategy. You will also work with bodies within the disabled and access community developing realistic plans to address staff training, customer information and station service facilities.

We are looking for a professional individual with a good working knowledge of public transport operations and commercial requirements ideally with direct experience of working for an operator. You will be numerate and competent in communication skills and capable of managing a variety of projects.

Salary will be dependent upon qualifications and experience. Additional benefits include free and reduced rate rail travel and membership of a contributory pension scheme. Our selection process includes a medical examination and drugs/alcohol screening.

To apply please submit your CV quoting ref. R693 by e-mail scotjobs@firstgroup.com or by post to the First ScotRail Recruitment Team, Caledonian Chambers, 87 Union Street, Glasgow, G1 3TA by Monday 16th May 2005.

First ScotRail is an equal opportunities employer. **ww.firstscotrail.com**

DRIVERS SEATS

Drivers Seats

Static Seats with height Adjustment

Full range of Static, Mechanical and Air Suspension seats available for Coaches, Service Buses, Vans and Trucks

Prices from £150 + VAT

(No carriage charges)

Suspension Seats

Thomas Scott (Seating) Ltd

Tel: 0141 763 2120
Fax: 0141 763 2144
Email: tscottco@aol.com
Web: www.marineseating.com

MasterCard VISA SWITCH DELTA

9281/DS

cbwnet.co.uk

GARAGE EQUIPMENT

Commercial Garage Equipment

Inc Static Lifts,
Brake Testers, Compressors,
& other workshop equipment
SOMERS COLUMN LIFTS
4000kg per column,
excellent condition,recent recondition
£5,995 + VAT

BWS (0117) 953 0381
www.bwsequip.co.uk

9640/GE

INSURANCE

INSURANCE
Since 1970
M.E.FRENCH & CO
have specialised in all types of insurance for the Road Transport Industry. For a competitive quote on your coaches, premises or your liability insurance, please contact Richard at:
40a Liverpool Road, Penwortham, Preston PR1 0DQ
Tel: 01772 745204 anytime
Fax: 01772 746500
AUTHORISED AND REGULATED BY THE FINANCIAL SERVICES AUTHORITY

9673/INS

GLASS

SUPER SCREENS

- INSURANCE APPROVED
- DOUBLE GLAZED UNITS REFURBISHED
- WORKSHOP AND MOBILE SERVICE
- OVER 25 YEARS GLAZING EXPERIENCE

BUS & COACH GLAZING FOR ALL MAKES OF VEHICLES

01784 427080

24 Hour Service

Distributors for genuine BERKHOF replacement glass

9303/GLA

INSURANCE

SUMMIT
AT LLOYD'S

- Quote for a single vehicle to large fleets
- Cover for foreign travel available
- Cover for windscreens and glass available
- Pay by instalments

Please contact your broker for further details

Amlin House, Parkway, Chelmsford, Essex. CM2 0UR

Coach Insurance 9280/INS

REGISTRATIONS

• SPEEDY REGISTRATIONS CO LTD •

Retail Motor Industry Association

'Buy with confidence – CNDA Member'
'ALL AT £89, discount on two or more'

AIG	4115	CEZ	1877	GJZ	6176	IJZ	4611	NLZ	7752	OUI	4772
AIG	4116	CEZ	1878	GJZ	6177	IJZ	4622	NLZ	7753	OUI	4773
AIG	4117	FHZ	4190	GNZ	6333	MUI	7913	NUI	6662	XCZ	4166
AIG	4118	FHZ	4191	GNZ	6334	NKZ	5502	NUI	6663	XCZ	4177
AIG	4119	FNZ	7670	GNZ	6335	NKZ	5503	NUI	6664	YIL	7752
AIG	4120	FNZ	7671	HJZ	9884	NKZ	6778	OUI	3991	YIL	7753
AIG	4121	GHZ	1781	HJZ	9885	NKZ	6779	OUI	3992	YIL	7754
AIG	4122	GHZ	1782	HJZ	9886			OUI	4730	YIL	8680
CEZ	1868	GHZ	1846	IJZ	4610	NLZ	7751	OUI	4770	YIL	8780
								OUI	4771		

We Buy for Cash, also Part Exchange
Tel: (028) 6638 7124 Fax (028) 6638 7771
Millwood, Lisbellaw, Co. Fermanagh, N. Ireland BT94 5HQ

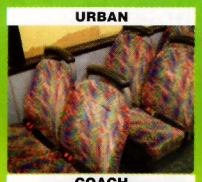
Retail Motor Industry Association

9626/REG

SEAT BELTS

BARRY HALL INSTALLATIONS

securon



- Seat Belt Supplies
- Hand Rail Padding
- Next Day Delivery
- Seat Belt Installations
- Double Deckers Seat Belted

The UK's no1 Seatbelt Installers
Call the Experts: 01522 689911
Email: info@bhiuk.com
www.bhiuk.com
Fax: 01522 689922

Maestro MasterCard VISA

10035/SBE

Your Seat Belt Installation is our Reputation

Call CBW FREE 0800 3280471

To advertise on these pages please contact us on 0870 062 6762

TICKET EQUIPMENT

WAYFARER 'SAVER' TICKET MACHINES

WAYFARER '3' Machines, Depot readers, baseplates, modules, FULL SYSTEMS OR ADD ONS AVAILABLE.

ALMEX 'A90' TICKET MACHINES, DEPOT READERS, BASEPLATES & 256k ACES AVAILABLE.

WAYFARER MCV Card Readers
WAYFARER '2' Machines, Depot readers, baseplates and modules
FULL SYSTEMS OR ADD ONS AVAILABLE.
Full repair service for Wayfarer and mechanical machinery.
SETRIGHT AND ALMEX 'A' MECHANICAL MACHINES AVAILABLE.
Driver Cash Boxes, Change Dispensers, Cash Bags on Bus Cash Vaults.
Ticket Rolls – Plain or Printed + Thermal
PART EXCHANGE AND/OR OLD & REDUNDANT EQUIPMENT PURCHASED

MARK TERRILL – TICKET MACHINERY
5 De Grey Close, Lewes, East Sussex, BN7 2JR
Tel/Fax: 01273-474816. Mobile: 07770-666159
Email: mark.terrill@ukonline.co.uk

9458/TIC

SPARES

For Sale MCW Metrobus Parts:

Voith CLXCT Engine: **£3500 + VAT**
Voith 3 speed 1987 Gearbox: **£850 + VAT**
Radiator: **£245 + VAT**
Oil Cooler: **£195 + VAT**
Lucas Alternator: **£240 + VAT**
Also available Bridgestone Tyres with Wheels.

Contact Adam
0845 225 0320
/07990 973666
email adam@thebusbusiness.com
Delivery not included. Collection from Oxford

10228/MP

TRAINING

PCV CPC NATIONAL

23, 24 May and 6,7,8 June
International Sat 4 and 5 June

NOVA DATA
BRAINTREE, ESSEX
Tel: 01376-348963
Email:
Enquiries@novadata.co.uk

10033/TR

FAX YOUR COPY OVER ON 01733 467770

VEHICLE SPARES

AVON DIESEL

LEYLAND AEC

RECONDITIONED
ENGINES
HEADS
BLOCKS
CRANKSHAFTS
ZF REPAIRS
S/AUTO GEARBOXES

BEDFORD DAF

9650/VEH

01454 313805

REPORTER

Ever fancied a career in journalism? *Coach and Bus Week* is looking for a reporter, and if you don't have a background in journalism, we have a great training package for the right candidate.

CBW COACH AND BUS WEEK

You will enjoy writing, whether letters or the company newsletter. You will have worked in the PSV industry, and understand the issues it faces. You will have ambition to carve a career in journalism in one of the UK's biggest publishing companies. You will be prepared to travel throughout Europe on assignment.

On offer is a great salary and benefits package, and a base in an area with some of the lowest-cost housing in the UK, but fantastic transport links.

Send me your CV and 300 words on any PSV-related subject.

Apply to: **Mark Williams, CBW, Emap Active, Bretton Court, Peterborough PE3 8DZ.**

Closing date: May 5th, 2005.

emap active

APPOINTMENTS & TENDERS

Aiming for excellence

Fleet Manager

£33,168 – £36,402 p.a.

Based at Warne Road Depot, Weston-super-Mare
37 hours per week Ref: **DEFOFMSG**

We are looking for an experienced Fleet Manager to play a vital role in the operational and strategic development of our Fleet Operation, currently 30 buses and 90 self drive hire vehicles.

You will be responsible for ensuring Best Value is achieved through service delivery and be expected to work closely with clients to ensure that the service is delivered on time and with a high level of customer satisfaction.

Applicants will need to be educated to HNC level, hold a Certificate of Professional Competence in Transport and be a Member of the Institute of Logistics and Transport and have five years post qualification experience in Managing a passenger transport operation

We are looking for someone who is self-motivated with good organisational skills and able to work to tight deadlines. You must also be able to effectively communicate standards required of others, and to provide a lead on the service.

For an informal discussion contact Ian Edser on 01275 882 083.

Closing date: **noon Friday 13 May 2005**

To apply visit our jobs section at **www.n-somerset.gov.uk**

or

email: **recruitment@n-somerset.gov.uk**
Tel: **01275 884 238** (24-hour voicemail)

Please quote the appropriate reference number
Please **do not** send CVs

11761/TEN

North Somerset COUNCIL
an equal opportunities employer

We welcome applications from disabled people who are currently under-represented in our work force

POSITIVE ABOUT DISABLED PEOPLE

Coach & Bus Week offers you the perfect platform to advertise your vacancy, because it is the only magazine in the PSV industry with a valid **Recruitment & Tender Section.**
A **guaranteed marketplace** with a pass on readership of approx 15,000 'hits' per week, guarantees your advert being read, as research has shown that readers pore over the Classified Section, where Recruitment & Tenders forms an integral part.
As your advert will appear in the **market leading magazine** within the PSV industry, it will promote high quality applications with the specific and relevant Industry knowledge and background.
For further information or to book your recruitment ortender advert.

CBW COACH AND BUS WEEK

Contact Amraj on Tel: 01733 288164

Newtab Limited

Specialist analysis for the coach & bus industry

Free Phone **0800 0286963**

www.tachographanalysisbureau.co.uk

Are you paying too much for your Tachograph?
Are you getting the standard of Service that you deserve?

Analysis from 24p per chart according to level of service Regional offices with National coverage.

Licence Entitlement Verification Bureau

Free Phone **0800 0286963**

www.licenceentitlementverificationbureau.co.uk

Do you check your drivers Licences?
Can you be sure that they have not gained any endorsments that invalidate your insurance?
Do they still hold the correct vocational Licence?
Your company secretary could be liable to a fine of up to £1,000
Single or regular checking service
please ring for details

VENTURA
BUS & COACH SALES

2001
VOLVO B10M
CAETANO ENIGMA AUTO
A/C, 49 RECLINERS,
CONTINENTAL DOOR, TOILET,
NEW MOT

1998
VOLVO B10M
PLAXTON EXCALIBUR
49 RECLINERS, A/C,
TOILET, BOILER/COOLER,
LONG MOT

1999
DENNIS JAVELIN GX PREMIERE
49 RECLINERS, TOILET,
CONTINENTAL DOOR,
BOILER/COOLER,
LONG MOT, CHOICE AVAILABLE

2000
NEOPLAN TRANSLINER
49 STR EXEC, MAN CHASSIS,
TOILET, BOILER/COOLER, VIDEO +
2 MONITORS, CLIMATE CONTROL,
IMMACULATE

2001
VOLVO B10M
PLAXTON EXCALIBUR AUTO
A/C, 49 RECLINERS,
TOILET, LONG MOT,
EXCELLENT CONDITION

2001
SCANIA IRIZAR CENTURY AUTO
53 STR, A/C, RECENTLY PAINTED
INTO WHITE, NEW MOT,
IMMACULATE

OVER 50 VEHICLES IN STOCK - PLEASE CALL FOR A FULL STOCK LIST.

BUSES

1999 T DENNIS DART CAETANO COMPASS, 31 STR DUAL DOOR, LONG MOT - CHOICE
1999 T DAF 250 PLAXTON PRESIDENT SLF DECKER, 68 STR DUAL DOOR, LONG MOT - CHOICE

COACHES

2002 SETRA 315GTHD, 49 STR EXEC, A/C, A/S TRONIC, TOILET, BOILER, COOLER, LONG MOT
2001 TOYOTA CAETANO OPTIMO V, 24 RECLINERS, A GOOD EXAMPLE OF THIS POPULAR MINICOACH
2001 DENNIS R SERIES PLAXTON PANTHER, 49 STR EXEC, A/C, TOILET, BOILER, COOLER, VIDEO/MONITOR, LONG MOT
2000 MAN 11-220 INDCAR, 37 STR, TV/VIDEO, BOILER, COOLER, LOW MILEAGE, IMMACULATE, NEW MOT
1999 DENNIS JAVELIN GX PLAXTON PREMIERE, 53 STR, CONTINENTAL DOOR, NEW MOT
1999 IVECO 49-10, 16 STR ACCESSIBLE, FULL TRACKING, PLS CASSETTE LIFT, NEW MOT
1998 MERCEDES VARIO AUTOBUS, 24 STR, 3 POINT BELTS, POWER DOOR, GOOD CONDITION
1997 SETRA 250 SPECIAL, 49 STR EXEC, A/C, TOILET, BOILER, COOLER, LONG MOT
1996 VOLVO B10M VANHOOL ALIZEE, 49 STR EXEC, TOILET, BOILER, COOLER, LONG MOT
1996 DENNIS JAVELIN UVG UNISTAR, 57 STR, VERY LOW MILEAGE, 3 POINT BELTS, NEW MOT
1996 TOYOTA OPTIMO, 18 STR, GL SPEC, PRESENT OWNER FOR 6 YEARS, GOOD CONDITION, NEW MOT
1995 DENNIS JAVELIN GX PLAXTON PREMIERE 350, 53 STR, COURIER SEAT, GOOD CONDITION, NEW MOT
1995 MERCEDES 609D, 16 STR ACCESSIBLE, WIPE CLEAN SEATS, PLS TAIL LIFT, NEW MOT
1992 DAF SB 2300 PLAXTON PARAMOUNT 3200, 55 STR, A/C, CONTINENTAL DOOR, GOOD CONDITION, NEW MOT
1990 VOLVO B10M PLAXTON PARAMOUNT 3500, 53 STR, CONTINENTAL DOOR, CREW SEAT, NEW MOT
1989 DAF SB 2300 VANHOOL ALIZEE, 51 STR EXEC, A/C, CONTINENTAL DOOR, TOILET, LONG MOT

•MORE IN STOCK • NEW & USED • RENTAL • FINANCE•

TEL: 01342 835 206 FAX: 01342 835 813
EMAIL: INFO@VENTURASALES.CO.UK
UNIT 39, HOBBS IND EST, NEWCHAPEL, LINGFIELD RH7 6HN